

# Chapter 4.0 COMMENTS AND RESPONSES

This chapter contains the comment letters received in response to the Draft EIR as well as the transcript from the July 13, 2010, hearing on the Draft EIR. Responses are provided to each comment. The responses supplement, clarify, or amend information provided in the Draft EIR and/or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues may be discussed or just noted for the record. Where text changes in the Draft EIR are warranted based on comments received, updated project information, or information provided by staff those changes are generally included following the response to comment.

The changes to the analysis contained in the Draft EIR represent only minor clarifications/ amplifications and do not constitute substantial new information, in accordance with CEQA Guidelines Section 15088.5.





MARK B HORTON, MD, MSPH  
Director

State of California—Health and Human Services Agency  
California Department of Public Health

Letter 1



ARNOLD SCHWARZENEGGER  
Governor

June 29, 2010

Adrienne Graham  
City of Auburn  
Community Development Dept.  
1225 Lincoln Way, Room 3  
Auburn, CA 95603

RE: Baltimore Ravine Specific Plan and Study Areas Draft EIR – SCH 2007122091

Dear Adrienne Graham,

The California Department of Public Health (CDPH), Environmental Review Unit (ERU) is in receipt of the Notice of Completion for the above project. As a responsible agency under the California Environmental Quality Act (CEQA), we appreciate the opportunity to comment.

The CDPH, Division of Drinking Water and Environmental Management is responsible for issuing water supply permits administered under the Safe Drinking Water Program. A new or Amended Water Supply Permit may need to be issued for the above referenced project if it includes an increase in water supply, storage, or treatment of drinking water. These future developments may be subject to separate environmental review.

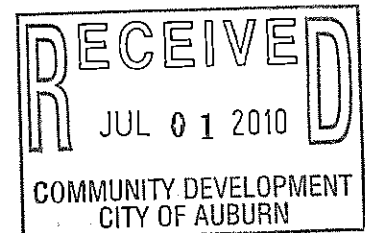
1-1

For questions or information on the Water Supply Permit application process, please contact the CDPH Lassen District office at (530) 224-4800.

Sincerely,

Bridget Binning  
CDPH Environmental Review Unit

Cc:  
Project File  
Michael McNamara





## LETTER 1: Bridget Binning, California Department of Public Health

### *Response to Comment 1-1*

Water to serve the project would be provided by the Placer County Water Agency (PCWA), as described in the Water Supply Assessment prepared for the proposed project (see Appendix M of the Draft EIR). The project would create a water demand of approximately 422.4 acre-feet per year. Based on PCWA's current water entitlements, water demand associated with the project would be met under PCWA's existing entitlements. PCWA would be responsible for obtaining and maintaining any necessary water supply permits.



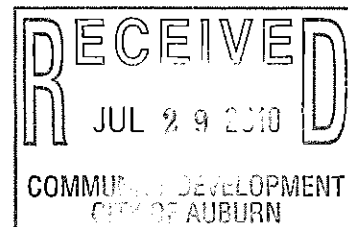
## CALIFORNIA ENERGY COMMISSION

1516 NINTH STREET  
SACRAMENTO, CA 95814-5512  
www.energy.ca.gov



July 28, 2010

Adrienne Graham  
City of Auburn, Community Development Department  
1225 Lincoln Way, Room 3  
Auburn, CA 95603



Dear Ms. Graham:

The California Energy Commission has received the City of Auburn, Community Development Dept's Draft EIR titled Baltimore Ravine Specific Plan and Study Areas Draft EIR, SCH 2007122091 that was submitted on 6/8/2010 for comments due by 7/22/2010. After careful review, the California Energy Commission has no comment at this time.

However, we would like to assist in reducing the energy usage involved in your project. Please refer to the enclosed Appendix F of the California Environmental Quality Act for how to achieve energy conservation.

In addition, the Energy Commission's *Energy Aware Planning Guide* is also available as a tool to assist in your land use planning and other future projects. For further information on how to utilize this guide, please visit [www.energy.ca.gov/energy\\_aware\\_guide/index.html](http://www.energy.ca.gov/energy_aware_guide/index.html).

Thank you for providing us the opportunity to review/comment on the City of Auburn, Community Development Dept's Draft EIR. We hope that comments will serve helpful in your project's environmental review process.

If you have any further questions, please call Gigi Tien at (916) 651-0566.

Sincerely,

BILL PFANNER  
Supervisor, Local Energy & Land Use Assistance Unit  
Special Projects Office  
Fuels and Transportation Division  
California Energy Commission  
1516 Ninth Street, MS 23  
Sacramento, CA 95814

Enclosure

2-1

## Appendix F

# ENERGY CONSERVATION

### I. Introduction

The goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

- (1) decreasing overall per capita energy consumption,
- (2) decreasing reliance on natural gas and oil, and
- (3) increasing reliance on renewable energy sources.

In order to assure that energy implications are considered in project decisions, the California Environmental Quality Act requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

Energy conservation implies that a project's cost effectiveness be reviewed not only in dollars, but also in terms of energy requirements. For many projects, lifetime costs may be determined more by energy efficiency than by initial dollar costs.

### II. EIR Contents

Potentially significant energy implications of a project should be considered in an EIR. The following list of energy impact possibilities and potential conservation measures is designed to assist in the preparation of an EIR. In many instances, specific items may not apply or additional items may be needed.

#### A. Project Description may include the following items:

1. Energy consuming equipment and processes which will be used during construction, operation, and/or removal of the project. If appropriate, this discussion should consider the energy intensiveness of materials and equipment required for the project.
2. Total energy requirements of the project by fuel type and end use.
3. Energy conservation equipment and design features.
4. Initial and life-cycle energy costs or supplies.
5. Total estimated daily trips to be generated by the project and the additional energy consumed per trip by mode.

#### B. Environmental Setting may include existing energy supplies and energy use patterns in the region and locality.

#### C. Environmental Impacts may include:

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project's life cycle including construction, opera-

tion, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.
3. The effects of the project on peak and base period demands for electricity and other forms of energy.
4. The degree to which the project complies with existing energy standards.
5. The effects of the project on energy resources.
6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

#### D. Mitigation Measures may include:

1. Potential measures to reduce wasteful, inefficient and unnecessary consumption of energy during construction, operation, maintenance and/or removal. The discussion should explain why certain measures were incorporated in the project and why other measures were dismissed.
2. The potential of siting, orientation, and design to minimize energy consumption, including transportation energy.
3. The potential for reducing peak energy demand.
4. Alternate fuels (particularly renewable ones) or energy systems.
5. Energy conservation which could result from recycling efforts.

#### E. Alternatives should be compared in terms of overall energy consumption and in terms of reducing wasteful, inefficient and unnecessary consumption of energy.

#### F. Unavoidable Adverse Effects may include wasteful, inefficient and unnecessary consumption of energy during the project construction, operation, maintenance and/or removal that cannot be feasibly mitigated.

#### G. Irreversible Commitment of Resources may include a discussion of how the project preempts future energy development or future energy conservation.

#### H. Short-Term Gains versus Long-Term Impacts can be compared by calculating the energy costs over the lifetime of the project.

#### I. Growth Inducing Effects may include the estimated energy consumption of growth induced by the project.



## LETTER 2: Bill Pfanner, California Energy Commission

### *Response to Comment 2-1*

Appendix F of the California Environmental Quality Act (CEQA) was considered in preparation of the EIR, but the project does not contain components that would result in the wasteful or inefficient or unnecessary consumption of energy. In addition, the project includes a number of energy conservation components as well as specific mitigation measures (contained in the EIR) to help further achieve energy conservation, as discussed in Section 5.2, Air Quality and Climate Change.

For example, Mitigation Measure 5.2-2, as revised in Chapter 2, requires that the following or equally effective measures be incorporated into building plans and/or specifications prior to issuance of building permits for single-family residential uses.

- i. Natural gas lines shall be extended to backyards and patio areas for use with outdoor cooking appliances, where gas lines are available.
- ii. Electrical outlets shall be installed on the exterior of residential structures to promote the use of electrical landscape equipment.
- iii. Energy-conserving features shall be provided as options for home buyers, such as energy star appliances, radiant roof barriers, roofing material and additional insulation.
- iv. All heating and cooling units (HVAC) shall have a seasonal energy efficiency rating (SEER) of a minimum of 16 or the SEER required by Title 24, whichever is higher.
- v. All residential units within the subdivision shall include, at the builder's discretion, at least one of the following:
  - At least one "tankless" water heater per house, or
  - Upgraded insulation in all walls and ceilings that exceeds Title 24 requirements in place at the time that the building permit is issued.
- vi. In single-family residences, consistent with Rule 225, only U.S. EPA Phase II certified wood-burning devices shall be allowed. The emission potential from each residence shall not exceed a cumulative total of 7.5 grams per hour for all devices. Masonry fireplaces shall have either an EPA certified Phase II wood burning device or shall be a U.L. Listed Decorative Gas Appliance.

Additional measures are identified for multifamily and commercial development.





## Department of Toxic Substances Control



Linda S. Adams  
Secretary for  
Environmental Protection

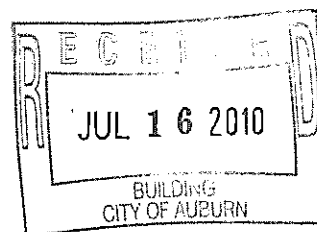
Maziar Movassaghi  
Acting Director  
8800 Cal Center Drive  
Sacramento, California 95826-3200



Arnold Schwarzenegger  
Governor

July 15, 2010

Ms. Adrienne Graham, AICP  
Community Development Department  
City of Auburn  
1225 Lincoln Way, Room 3  
Auburn, California 95603



### DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE BALTIMORE RAVINE SPECIFIC PLAN AND STUDY AREAS PROJECT (SCH # 2007122091)

Dear Ms. Graham:

The Department of Toxic Substances Control (DTSC) has reviewed the document described above that proposes building approximately 725 new homes along with mixed retail/commercial establishments on the land. The document discusses the results of Phase I and Phase II Environmental Site Assessments (ESAs) that were conducted to determine whether the land may be impacted by the presence of hazardous substances. The document has determined that pesticides used in orchards and heavy metals that resulted from historical gold mining have impacted areas of the specific plan and the study areas. The document also describes the general process of investigating and remediating contamination from these uses and proposes the need for additional investigation and development of mitigation measures such as soil management plans for handling contaminated soil. DTSC was unable to review the Phase I and II ESAs because they were not included with the appendices in the DEIR. DTSC has the following comments and concerns regarding the proposed project and the investigation and remediation of contaminants at the site:

3-1

1. All areas where contamination is known or suspected, including all areas where agricultural chemicals were used, stored, and handled or mining activities occurred, should be investigated and remediated, as necessary. The discussion at the bottom of page 5.6-15 for mitigation measure 5.6-1 seems to indicate that if the boundaries of the orchard area can be accurately determined then housing units could be placed outside of this boundary and no investigation would be necessary. In addition, the discussion on page 5.6-19 under mitigation measure 5.6-2(a) states that *"If no tailings are to be disturbed, no further action is needed"*.

3-2

Ms. Adrienne Graham, AICP  
July 15, 2010  
Page 2

2. The discussion of soil management plans also indicates that soils in proposed residential areas exceeding residential health-based screening levels and soils in proposed commercial areas exceeding commercial health-based screening levels must be removed to another location and buried under one to five feet of clean soil. The document also states on page 5.6-17 in the middle of the page that "*Leaving soils with elevated levels of contaminants such as pesticides and metals in place but covering them with clean soil is widely accepted by state and local regulatory agencies as a preferred method of remediation*". While this statement is true for many sites, it must be understood that it applies to sites where those regulatory agencies have provided regulatory oversight of the investigation, proposed remedies, and approved this method as the preferred remedy for the site. The document does not seem to indicate that any of this work will be conducted under the oversight of a regulatory agency but only under the direction of a qualified or registered environmental professional. 3-3
3. The removal, relocation, and redeposition of contaminated soil without a permit or oversight and approval of a regulatory agency could constitute a release of hazardous substances and be subject to enforcement action by the appropriate regulatory agencies. 3-4
4. The mitigation measures also suggest that contaminants moved to a location or left in place where they may be covered by a cap such as under concrete, or fenced off to prevent access to them, do not address the need to regularly inspect and maintain such structures or restrict the use of the property in the future for unacceptable purposes. In addition, proof of financial assurance to maintain these structures may also be necessary. 3-5
5. The mitigation measures recommend following DTSC's *Preliminary Endangerment Assessment Manual* and its *Abandoned Mine Lands Preliminary Assessment Handbook*. DTSC recommends that a Preliminary Endangerment Assessment (PEA) be performed for the entire site to determine whether there is a threat to human health and the environment. 3-6

The PEA is conducted under a Voluntary Cleanup Agreement established under DTSC's Voluntary Cleanup Program (VCP). Interested parties can apply for the VCP by utilizing the California Environmental Protection Agency's Brownfield Memorandum of

Ms. Adrienne Graham, AICP  
July 15, 2010  
Page 3

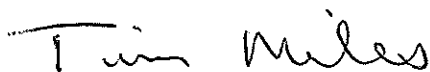
Agreement (MOA) application to request agency oversight of the investigation and remediation of the site. The application form can be found at:

<http://www.calepa.ca.gov/Brownfields/MOA/>

↑  
3-6  
(cont.)

Please contact me by email at [tmiles@dtsc.ca.gov](mailto:tmiles@dtsc.ca.gov) or by telephone at (916) 255-3710, if you have any questions.

Sincerely,



Tim Miles  
Hazardous Substances Scientist  
San Joaquin & Legacy Landfill Office  
Brownfields and Environmental Restoration Program

cc: State Clearinghouse  
Office of Planning and Research  
1400 10th Street, Room 121  
Sacramento, California 95814-0613

Mr. West Bourgault, P.G. (by Email)  
Environmental Health Department  
Placer County  
3091 County Center Drive, Suite 180  
Auburn, California 95603

Ms. Nancy Ritter (by Email)  
Planning & Environmental Analysis Section (PEAS)  
CEQA Tracking Center  
Department of Toxic Substances Control  
1001 I Street, 22nd Floor  
P.O. Box 806  
Sacramento, California 95812-0806



## LETTER 3: Tim Miles, Department of Toxic Substances Control

### *Response to Comment 3-1*

The comment summarizes information provided in the Draft EIR. No response is necessary.

The comment also states that DTSC was unable to review the Phase 1 and Phase 2 Environmental Site Assessments, which were cited in the Draft EIR. These documents are part of the Administrative Record, and are available for review by the public and/or agencies upon request to the City.

### *Response to Comment 3-2*

A Preliminary Endangerment Assessment (PEA) will be conducted in the future through the DTSC Voluntary Cleanup Program. The PEA will address areas of past agricultural use, along with past areas of mining activities. Based on the findings of the PEA, a RAW will be developed under DTSC oversight to remediate areas of known impact.

### *Response to Comment 3-3*

The specific remedial alternative selected for the noted dieldrin, arsenic and lead impacted soil will be developed as part of a remedial action workplan (RAW) that would be subject to review and approval by DTSC. The soil management plan would be prepared by a registered environmental professional (see Response to Comment 8-8). If impacted soils are relocated and encapsulated in other areas of the project site, the appropriate institutional controls and operation and maintenance plans would be implemented with regulatory oversight from DTSC, as indicated in revised Mitigation Measure 5.6-2(b) (see Response to Comment 8-8).

### *Response to Comment 3-4*

Please see Responses to Comments 3-3 and 8-8.

### *Response to Comment 3-5*

If contaminated material is to be encapsulated, the appropriate institutional controls, operations and maintenance plans, and financial assurances would be provided under DTSC oversight, in accordance with the steps outlined in Mitigation Measure 5.6-2, as revised (see Response to Comment 8-8).

### *Response to Comment 3-6*

The Phase 1 and Phase 2 ESAs evaluated the potential for hazardous materials within the BRSP area. As indicated in those assessments, portions of the BRSP were not subject to mining or cultivation, such as the Mehrten formation in Plan Area 1. Additional study of these areas is therefore not recommended. Mitigation Measures 5.6-1(c) through (e) and 5.6-2(l) and (m) require

that the Study Areas, which were not subject to the Phase 1 and Phase 2 ESAs prepared for the BRSP, be investigated for evidence of past orchards and/or mining activities, and that any contamination that is found be remediated prior to development.

The PEA would address both the noted agricultural impacts as well as potential health risks associated with the abandoned mine features. It would incorporate the applicable elements from the Abandoned Mine Lands handbook. Please see also Response to Comment 8-11.



**DEPARTMENT OF TRANSPORTATION**

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*Flex your power!  
 Be energy efficient!*

July 22, 2010

10PLA0023  
 03-PLA-80  
 Baltimore Ravine Specific Plan  
 Draft Environmental Impact Report (DEIR)

Adrienne Graham A.I.C.P.  
 City of Auburn  
 1225 Lincoln Street  
 Auburn, CA 95603

Dear Ms. Graham:

Thank you for the opportunity to review and comment on the Baltimore Ravine Specific Plan Draft Environmental Impact Report (DEIR). Our comments are as follows:

- Page 1-3 – Caltrans

“Interstate 89” should be “Interstate 80.”

4-1

- Pages 2-64, 2-64 - Mitigation Measure 5.11-2

The assumption that a signal at the Newcastle Road interchange is preferred is not appropriate. This intersection is a good candidate for a roundabout. Please see the comments relative to page 5.11-60 below.

4-2

- Table 5.11-13 (Page 5.11-29) Trip Generation Rates or Equations for Full Project

Four of the equations are different than those listed in the ITE Trip Generation Manual, 8th Edition.

230 - High-density Residential (Condo/Townhouse)

- The Weekday Trips equation appears incorrect. See page 388 of the Manual.
- The Weekday AM Peak equation appears incorrect. See pages 389 and 391.
- The Weekday PM Peak equation appears incorrect. See pages 390 and 392.

4-3

820 - Village Retail/Business Professional (Shopping Center)

- The Weekday AM Peak equation appears incorrect. See page 1500.

Adrienne Graham A.I.C.P.

July 22, 2010

Page 3

- Pages 5.11-31, 5.11-34, and 5.11-35 - Discussion of impacts to the Maple Street/Nevada Street/I-80 Interchange

Overall, we are impressed with the quality of analysis of the traffic issues. However, regarding the Maple Street/I-80 Interchange, we disagree with the assumption that *"These five intersections are not anticipated to serve more than 5 peak hour site-generated trips, which would not be enough to alter intersection operations. Therefore, there are no impacts or mitigation strategies for them associated with Plan Areas 1 or 1 and 2 of the proposed project. Because the project would contribute such a small number of vehicles, the traffic operations for the five intersections associated with the Maple Street/I-80 Interchange are not further evaluated under the Existing plus Project, Cumulative without Project, and Cumulative plus Project scenarios."*

4-4

With existing LOS F during peak hours and a substantial development to the south, all new impacts are significant. Thereafter, we request that fair-share fees be required to fund congestion-relieving project(s) before the full project is developed.

4-5

The "Final Traffic Safety Analysis for Maple Street / Interstate 80 Crossing" report prepared for the City of Auburn in 2007 lists one all-way stop as an interim measure. This is a reasonable approach, but we would like to work with the City toward a major reduction of congestion and improvement in safety at all surrounding intersections at this interchange location. To achieve this, we suggest placement of roundabouts, if feasible, or widening and signalization of the signals.

4-6

- Pages 5.11-60, 5.11-61 - Table 5.11-31 Newcastle/I-80 WB On/Off Ramps ... Mitigation Conditions and Page 5.11-66, Table 5.11-34

Caltrans Traffic Operations has field-reviewed this intersection. Although grades and an adjacent local road may complicate the design, please consider it a candidate for a roundabout. We suggest that the mitigation in Tables 5.11-31 and 5.11-34 be changed from "Traffic Signal" to "Traffic Signal or Roundabout." Mitigation measure 5.11-2 lists "...a traffic signal or other specified improvement ..." and is adequate as described.

4-7

Please send us a copy of the Final EIR and approval documents, when available. If the City wishes to meet with Caltrans staff, or have any questions regarding these comments please contact Aaron Cabaccang, [Aaron.Cabaccang@dot.ca.gov](mailto:Aaron.Cabaccang@dot.ca.gov), (530)741-5174.

4-8

Sincerely,

**RICHARD HELMAN**

Chief, Office of Transportation Planning - East

c: Scott Morgan, California State Clearing House

## LETTER 4: Richard Helman, Department of Transportation, District 3

### *Response to Comment 4-1*

The text under the third bullet on page 1-3 in Chapter 1, Introduction has been changed to reflect the correct highway.

- California Department of Transportation (Caltrans)** – Caltrans has jurisdiction over state highways and freeways, including Interstate 890, and oversees transportation regulations for hazardous substances in and around the city.

### *Response to Comment 4-2*

Please see Response to Comment 4-7, below.

### *Response to Comment 4-3*

As noted in the comment, the equation for daily trips generated by the High Density Residential land use (ITE Code 230) as listed in Table 5.11-13 on page 5.11-29 of the Draft EIR contains a typographical error. The equation should read “ $=\exp(0.87)\ln(x)+2.46$ ” instead of “ $=\exp(0.85)\ln(x)+2.46$ ”; however, the trip generation calculation of 2,290 daily trips shown in Table 5.11-14 on page 5.11-30 is correctly based on the former equation.

TABLE 5.11-13					
TRIP GENERATION RATES OR EQUATIONS FOR FULL PROJECT <sup>1</sup>					
ITE Code	Land Use	Size (x) <sup>2</sup>	Weekday Trips	Weekday AM Peak	Weekday PM Peak
210	Low-Density Residential (Single Family Detached Housing)	200 DU <sup>3</sup>	$=\exp(0.92*\ln(x))+2.71$	$=0.7*x+9.74$	$=\exp(0.9*\ln(x))+0.51$
233	Medium-Density Residential <sup>4</sup> (Luxury Condominium/Townhouse)	150 DU	$=\exp(0.85*\ln(x))+2.46$	$=\exp(0.76*\ln(x))+0.54$	$=0.78*x-25.38$
230	High-Density Residential (Condominium/Townhouse)	430 DU	$=\exp(0.857*\ln(x))+2.46$	$=0.44*x$	$=0.52*x$
820	Village Retail/Business Professional (Shopping Center)	90 ksf <sup>5</sup>	$=\exp(0.65*\ln(x))+5.83$	$=1.00*x$	$=\exp(0.67*\ln(x))+3.37$
Notes: 1. Trip generation rates are based on ITE Trip Generation Manual, 8th Edition (2008). 2. x = represents the size of the land use for which trips are being calculated. 3. DU = Dwelling Units 4. The ITE Trip Generation Manual, 8th Edition (2008) does not contain a trip generation rate or equation to calculate the total number weekday trips associated with Land Use 233; therefore, the weekday trip generation equation for Land Use 230 was applied to calculate the number of weekday trips. 5. ksf = 1,000 sf Source: Kittelson & Associates, Inc., 2009.					

ITE data include both trip generation equations and “average” rates. The weekday AM and PM peak hour trip generation estimates for the High Density Residential land use were conservatively based

on the average rates instead of the equations in the Institute of Transportation Engineers' (ITE) Trip Generation 8th Edition, because the average rates yielded a slightly higher forecast.

The weekday AM peak hour trip generation calculations for the Village Retail/Business Professional Land Use (ITE Code 820) were based on the ITE Trip Generation 8th Edition average rate (1.00 trips per 1,000 square-feet) instead of the equation, as the traffic analyst believes the rate will more accurately reflect the nature of the village retail land uses proposed on the site.

#### ***Response to Comment 4-4***

Pages 5.11-35 and 5.11-44 of the Draft EIR explain that motorists traveling to and from the BRSP area have the opportunity to access other, more convenient, interchanges than the Maple Street interchange, and are part of intuitive travel route choices. Though it is possible that a small number of project vehicles could use this interchange, a review of field conditions and travel routes does not support that assumption when forecasting typical operating conditions. Fewer than 5 project trips are expected to use the Maple Street interchange intersections, which would not substantially increase delay at these intersections. For this reason, study intersections 10 through 14 have been omitted from all "with project" scenarios analysis.

#### ***Response to Comment 4-5***

The CEQA Guidelines define a significant effect as a "substantial, or potentially substantial, adverse change..." (CEQA Guidelines Section 15382). A change in environmental conditions, even where those conditions already exceed established standards, must be substantial to be considered significant. As discussed in Response to Comment 4-4, the amount of project traffic that would use the Maple Street interchange would be too small to create a substantial change in operations. Therefore, the Maple Street interchange and associated intersections were not analyzed in the Draft EIR, and no mitigation is required of the project for this interchange.

#### ***Response to Comment 4-6***

The Final Traffic Safety Analysis for Maple Street/Interstate 80 Crossing (KDA 2007) was prepared for the City of Auburn in response to concerns expressed to the City's Traffic Safety Committee. The study addressed current and future traffic conditions and evaluated alternative approaches for providing the capacity needed at this gateway to the City of Auburn. The report recommended installation of an "interim" all-way stop but recognized and discussed constraints to the implementation of other desirable options such as signalization and roundabouts. As the City of Auburn continues to monitor traffic conditions in the future, the City will work with Caltrans to identify applicable improvements that meet the goals of each agency.

While development in the BRSP area could incrementally contribute to long term traffic volumes in downtown Auburn, the amount of traffic associated with the project at this location is projected to be very low and not sufficient by itself to create the need for immediate improvements (please see Response to Comment 4-5).

### *Response to Comment 4-7*

As stated in the comment, Mitigation Measure 5.11-2 requires installation of a traffic signal or other specified improvement to offset Plan Area 2 impacts at the Newcastle/Interstate 80 ramps. A roundabout could be an appropriate improvement to implement Mitigation Measure 5.11-2, but its effectiveness would need to be demonstrated. Therefore, the mitigation measures identified in Tables 5.11-31 and 5.11-34 on pages 5.11-60 and 5.11-66 are revised to read:

Traffic Signal or Other Appropriate Improvement

### *Response to Comment 4-8*

A copy of the FEIR will be provided to Caltrans prior to final City action on the project, as requested in the comment and in compliance with the CEQA Guidelines.





ARNOLD SCHWARZENEGGER  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT  
DIRECTOR

July 23, 2010

Adrienne Graham  
City of Auburn Community Development Department  
1225 Lincoln Way, Room 3  
Auburn, CA 95603

Subject: Baltimore Ravine Specific Plan and Study Areas  
SCH#: 2007122091

Dear Adrienne Graham:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on July 22, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

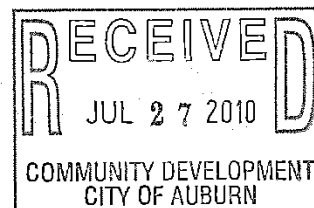
These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

  
Scott Morgan  
Acting Director, State Clearinghouse

Enclosures  
cc: Resources Agency



5-1

## Document Details Report State Clearinghouse Data Base

**SCH#** 2007122091  
**Project Title** Baltimore Ravine Specific Plan and Study Areas  
**Lead Agency** Auburn, City of

**Type** EIR Draft EIR  
**Description** The project proposes a mixed-use development with up to 790 dwelling units and 90,000 sf of commercial uses. The project will be developed in 2 phases.

### Lead Agency Contact

**Name** Adrienne Graham  
**Agency** City of Auburn Community Development Department  
**Phone** 916 206-0135 **Fax**  
**email**  
**Address** 1225 Lincoln Way, Room 3  
**City** Auburn **State** CA **Zip** 95603

### Project Location

**County** Placer  
**City** Auburn  
**Region**  
**Lat / Long**  
**Cross Streets** Herdal Drive/Auburn-Folsom Road  
**Parcel No.**  
**Township** **Range** **Section** **Base**

### Proximity to:

**Highways** I-80  
**Airports**  
**Railways** UPRR  
**Waterways**  
**Schools**  
**Land Use** Undeveloped land with a few small residences; Agricultural Residential (AR), R1-10, Agricultural Residential/Mineral Extraction (AR/ME); Urban Reserve (UR)

**Project Issues** Air Quality; Archaeologic-Historic; Biological Resources; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual; Agricultural Land; Drainage/Absorption; Population/Housing Balance; Septic System; Soil Erosion/Compaction/Grading

**Reviewing Agencies** Resources Agency; Department of Fish and Game, Region 2; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 3; Department of Housing and Community Development; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

**Date Received** 06/08/2010 **Start of Review** 06/08/2010 **End of Review** 07/22/2010

Note: Blanks in data fields result from insufficient information provided by lead agency.



## LETTER 5: Scott Morgan, Governor's Office of Planning and Research

### *Response to Comment 5-1*

Receipt of the document by the Governor's Office of Planning and Research is noted. No further response is required.



STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

## NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364  
 SACRAMENTO, CA 95814  
 (916) 653-4082  
 (916) 657-5390 - Fax



June 22, 2010

Adrienne Graham  
 City of Auburn, Community Development Dept.  
 1225 Lincoln Way, Room 3  
 Auburn, CA 95603

RE: SCH# 2007122091 Baltimore Ravine Specific Plan and Study Areas Draft EIR; Placer County

Dear Ms. Graham:

The Native American Heritage Commission (NAHC) has reviewed the Notice of Completion (NOC) referenced above. The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA Guidelines 15064(b)). To comply with this provision the lead agency is required to assess whether the project will have an adverse impact on historical resources within the area of project effect (APE), and if so to mitigate that effect. To adequately assess and mitigate project-related impacts to archaeological resources, the NAHC recommends the following actions:

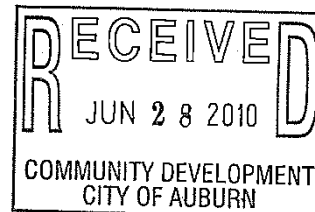
- ✓ Contact the appropriate regional archaeological Information Center for a record search. The record search will determine:
  - If a part or all of the area of project effect (APE) has been previously surveyed for cultural resources.
  - If any known cultural resources have already been recorded on or adjacent to the APE.
  - If the probability is low, moderate, or high that cultural resources are located in the APE.
  - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
  - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
  - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission for:
  - A Sacred Lands File Check. USGS 7.5 minute quadrangle name, township, range and section required.
  - A list of appropriate Native American contacts for consultation concerning the project site and to assist in the mitigation measures. Native American Contacts List attached.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
  - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
  - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.
  - Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

6-1

Sincerely,

Katy Sanchez  
 Program Analyst  
 (916) 653-4040

CC: State Clearinghouse



# **Native American Contact List**

Placer County

June 22, 2010

Shingle Springs Band of Miwok Indians  
John Tayaba, Vice Chairperson

P.O. Box 1340                      Miwok  
Shingle Springs, CA 95682      Maidu

(530) 676-8010

(530) 676-8033 Fax

Shingle Springs Band of Miwok Indians  
Nicholas Fonseca, Chairperson

P.O. Box 1340                      Miwok  
Shingle Springs, CA 95682      Maidu

nfonseca@ssband.org

(530) 676-8010

(530) 676-8033 Fax

Rosé Enos

15310 Bancroft Road              Maidu  
Auburn, CA 95603              Washoe

(530) 878-2378

United Auburn Indian Community of the Auburn  
Tribal Preservation Committee

10720 Indian Hill Road              Maidu  
Auburn, CA 95603              Miwok

530-883-2320

530-883-2380 - Fax

United Auburn Indian Community of the Auburn Rancheria  
Jessica Tavares, Chairperson

10720 Indian Hill Road              Maidu  
Auburn, CA 95603              Miwok

530-883-2390

530-883-2380 - Fax

April Wallace Moore

19630 Placer Hills Road              Nisenan - So Maidu  
Colfax, CA 95713              Konkow

530-637-4279

Washoe

Todd Valley Miwok-Maidu Cultural Foundation  
Christopher Suehead, Cultural Representative

PO Box 1490                      Miwok  
Foresthill, CA 95631              Maidu

tvmcmcf@foothill.net

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH# 2007122091 Baltimore Ravin Specific Plan and Study Areas Draft EIR: Placer County.

## LETTER 6: Katy Sanchez, Native American Heritage Commission

### *Response to Comment 6-1*

The cultural resources evaluation for the project included a confidential records search at the North Central Information Center (NCIC). In addition, PBS&J archaeologists and historians conducted an inventory survey of the project site and prepared a professional report detailing the findings and recommendations (see Appendix J of the Draft EIR). The confidential report was submitted to the City of Auburn and the NCIC. PBS&J also contacted the Native American Heritage Commission (NAHC) for a Sacred Lands File Check and sent letters to interested parties listed on the Native American contact provided by the NAHC. The Cultural Resources evaluation in the EIR, Section 5.4, included mitigation measures for the treatment of accidentally discovered archaeological resources, including human remains, per Health and Safety Code section 7050.5, CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98.



STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

## PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE  
SAN FRANCISCO, CA 94102-3298

July 22, 2010

Adrienne Graham, AICP  
City of Auburn  
1225 Lincoln Way, Room 3  
Auburn, CA 95603Re: Notice of Completion-Draft Environmental Impact Report (DEIR)  
Baltimore Ravine Specific Plan and Study Areas  
SCH# 2007122091

Dear Ms. Graham:

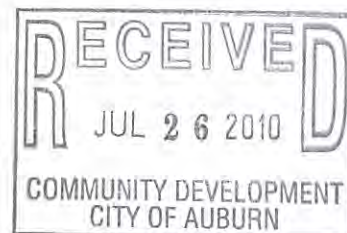
As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian movement at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, rail personnel, and rail passengers.

Commission approval is required to modify any existing highway rail crossing or to construct a new crossing. Completion/submittal of a CPUC General Order (GO) 88-B will be required, in addition to a safety diagnostic for all the proposed work (mitigation measures) to the railroad corridor and at-grade railroad crossings for this project.

Thank you for your consideration of these comments. If you have any questions on this matter, please contact Marvin Kennix, Utilities Engineer, CPUC Rail Crossings Engineering Section, at (916) 928-3809 or email at [MLK@cpuc.ca.gov](mailto:MLK@cpuc.ca.gov).

Sincerely,

A handwritten signature in blue ink that reads "Moses Stites".

Moses Stites  
Rail Corridor Safety Specialist  
Consumer Protection and Safety Division  
Rail Transit and Crossings Branch  
180 Promenade Circle, Suite 115  
Sacramento, CA 95834-2936





## LETTER 7: Moses Stites, Public Utilities Commission

### *Response to Comment 7-1*

The California Public Utilities Commission is identified as a Responsible Agency (see page 3-32 in Chapter 3, Project Description of the Draft EIR) and will be consulted prior to construction of any project elements that could affect existing rail lines and facilities.





**COUNTY OF PLACER**  
**Community Development/Resource Agency**

Michael J. Johnson, AICP  
 Agency Director

**PLANNING**

July 23, 2010

City of Auburn - Community Development  
 Wilfred Wong, Community Development Director  
 1225 Lincoln Way, Room 3  
 Auburn, CA 95603

RE: Baltimore Ravine Specific Plan and Study Areas Project, Draft EIR

Dear Mr. Wong:

Thank you for providing Placer County the opportunity to review the Baltimore Ravine Specific Plan and Study Areas Project Draft EIR. For your convenience, comments from various County Departments including Planning, Engineering & Surveying, Environmental Health and the Flood Control & Water Conservation District are included in this letter and are conveniently organized by commenting department.

**Planning Department Staff has reviewed the Draft Environmental Impact Report for the *Baltimore Ravine Specific Plan and Study Areas* project and has the following comments:**

1. Approximately 35 percent, of the 406-acre site will be set aside as open space that is intended to preserve some of the natural areas on the property. The Impact 5.3-8 discussion states that the wildlife that currently inhabit or use the site "have adapted to developed areas" and will be able to adapt to a generally non-contiguous habitat that has been reduced in area by 65 percent by either migrating to offsite locations or moving to already occupied areas. The provision of 141 acres of open space on the site should not serve as mitigation for the significant loss of habitat on the site and the conclusion that the development of the site will have a less-than-significant impact on common wildlife species is not the correct conclusion. 8-1
2. Although the Biological Resources discussion includes a listing of the various components of the oak woodlands on the site, the impacts discussion focuses on the loss of individual trees. CEQA Section 21083.4 (Conversion of Oak Woodlands) and SB 1334 (Kuehl) require that projects address the woodland as habitat, as opposed to the trees as landscape and that appropriate mitigation be applied to offset the conversion of habitat to the developed state. Either the Regulatory Setting section, or the impact section (5.3-7) should include a discussion of this section and its relevance to the proposed project. 8-2

**Engineering & Surveying Staff has reviewed the Draft Environmental Impact Report for the *Baltimore Ravine Specific Plan and Study Areas* project and has the following comments:**

1. What are the impacts of constructing the additional roadway improvements to both Rogers Lane and Werner Road within Placer County? 8-3

For example, the proposed improvements to Rogers Lane would be up to 13' of additional pavement (where 11' exists) and 3' of shoulder. How many trees will be impacted? Will there be any impacts to any wetlands? How is the existing drainage conveyed along the roadways and what drainage facilities are proposed after the construction of the improvements? A preliminary grading plan should be prepared and provided to the County for the proposed offsite improvements on Werner Road and Rogers Lane in order to adequately address the potential impacts within Placer County and any necessary mitigation measures that need to be included in the EIR.

8-3  
(cont.)

With the increase in impervious surfaces from the proposed roadway improvements, what is the increase in post development stormwater flows from the proposed off site roadway improvements and do the existing off site drainage facilities that convey the flows from Werner Road and Rodgers Lane meet the minimum capacity standards per the Placer County Stormwater Management Manual?

Are there any water quality impacts resulting from the proposed off site roadway improvements and increases in vehicle trips (increase in oils/greases, etc.)?

2. Similar to the previous comment, what are the impacts of construction the Ophir / Werner intersection improvements? Furthermore, what is the timing/trigger of the construction of this improvement?

8-4

3. Figure 3-10, Drainage Improvements: This Figure appears to show detention basin E-2 as being located off site and within Placer County. This basin should be within the boundaries of the Specific Plan and not with Placer County. Are all proposed detention basins within the boundaries of the Specific Plan?

8-5

**Environmental Health Staff has reviewed the Draft Environmental Impact Report for the Baltimore Ravine Specific Plan and Study Areas project and has the following comments:**

According to the *DEIR*, several environmental documents have been prepared for the BRSP including a *Phase I Environmental Site Assessment*, prepared by Engeo Inc., dated December 21, 2007, a *Phase II Environmental Site Assessment Report (Phase II)*, prepared by Engeo Inc., dated February 1, 2008, a *Environmental Summary*, prepared by Engeo Inc., dated March 19, 2008 and a *Mine Hazard Evaluation and Mitigation Options Report*, prepared by Geocon Consultants Inc., dated June 2009. These documents were requested for review from the City of Auburn. However, they were not provided as of July 20, 2010, so this review is based solely on the information provided in the *DEIR*.

8-6

According to the *DEIR* several abandoned mining features and a former orchard are located within the BRSP area. PCEH has reviewed the *DEIR* and has the following comments:

1. Twenty seven soil samples and four background soil samples were collected from the area reported to be a former orchard. Results of the soil sampling indicated that dieldrin was reported at concentrations greater than the residential California Human Health Screening Level (CHHSL) for all but one of the soil samples collected. Additionally, one sample reported lead greater than the residential CHHSL and arsenic was reported greater than the residential CHHSL and background samples with concentrations ranging from 1.5 to 73 milligrams per kilogram (mg/kg). Background arsenic concentrations were reported ranging from 1.0 to 2.1 mg/kg. Based on the results of the soil sampling, the *DEIR* estimates that approximately 29 acres of former orchard area are impacted by pesticides with concentrations greater than the residential CHHSL. However, no area estimate is provided for the elevated arsenic concentrations. Without a review of the *Phase II*, the adequacy of the investigation cannot be verified (e.g., number of samples collected per acre, sample collection depths, analytical list, etc.). PCEH generally requires investigation of former orchard areas be performed in accordance with California State Department of Toxic Substances Control (DTSC) Interim Guidance for Sampling Agricultural Fields for School Sites (Second Revision), dated August 26, 2002.

8-7

2. Several abandoned mine features are present within the BRSP area including former shafts, waste rock piles and tailings piles. The *DEIR* reports that soil samples collected from some of the waste rock/tailings piles contained concentrations of lead and arsenic at concentrations greater than the residential CHHSLs. As stated above, without a review of the *Phase II*, the adequacy of the investigation cannot be verified (e.g., number of samples collected per waste rock/tailing pile, analytical list, etc.). As summarized in Section 5.6-2, a comprehensive investigation of the historic mining areas has not been performed and the extent of mining-related hazardous materials contamination in Plan Area 1 and Future Plan Area 2 is not fully known. Additional investigation is recommended as a mitigation measure using the DTSC Preliminary Endangerment Assessment (PEA) Guidance Manual. However, it is not clearly stated that DTSC or another regulatory agency will provide oversight for the preparation of the PEA. 8-8
  3. The mitigation measures recommended generally include use of Risk Management Plans and Soil Management Plans along with use of the CHHSLs as cleanup levels. While this is potentially practical for the dieldrin and lead concentrations, it is likely not practical for arsenic (based on the arsenic concentrations greater than background concentrations). Arsenic concentrations within the Sierra Nevada foothills region can have naturally occurring background concentrations greater than the CHHSL. In these situations, a site specific clean up level is derived using site specific data and preparation of a human health risk assessment. It is unclear if a human health risk assessment has been performed for any portion of this project. 8-9
  4. Additionally, the mitigation measures generally include removal and relocation of contaminated material. This type of work is usually accompanied by some form of long term institutional controls (e.g. deed restrictions) for areas where contaminated material will be placed. No details regarding this type of institutional control are provided in the *DEIR* and no regulatory oversight agency appears to be involved in this process. 8-10
- In order to adequately address all of the above referenced issues, PCEH recommends performance of a PEA for the entire project to determine if there is a threat to human health and the environment. The PEA should be conducted with oversight by the DTSC Voluntary Cleanup Agreement (VCA) program.** This conclusion is consistent with the DTSC recommendation as outlined in their letter dated July 15, 2010. 8-11

**The Placer County Flood Control and Water Resources District Staff has reviewed the Draft Environmental Impact Report for the *Baltimore Ravine Specific Plan and Study Areas* project and has the following comments:**

1. The applicant is adequately proposing mitigation measures for increases in peak flow runoff from the proposed development. Per the Master Drainage Report dated February 8, 2010, the proposed development will provide approximately 13.75 acre-feet of onsite stormwater detention within the Auburn Ravine watersheds and 0.90 acre-feet of onsite stormwater detention within one of the Dutch Ravine watersheds. This onsite mitigation will limit stormwater discharge to pre-development levels for the 10- and 100-year storm events for a large majority of the project site. 8-12
2. According to the *Auburn Bowman Community Plan Hydrology Study*, stormwater detention is not recommended in the Dutch Ravine watersheds and a portion of the Auburn Ravine watersheds. However, due to the uncertainty of the capacity of existing downstream drainage facilities within these watersheds, onsite stormwater mitigation is being proposed by the applicant. The Placer County Flood Control and Water Conservation District finds this exception to the plan's recommendations acceptable due to the potential for offsite localized flooding impacts. 8-13

3. The master drainage report (Appendix G) adequately demonstrates that the project's proposed increase in runoff within Dutch Ravine Subshed G1 has an insignificant impact on downstream properties and structures.

8-14

Should you have any questions regarding the information in this letter, please do not hesitate to call me at (530) 745-3099.

Respectfully submitted,



**MICHAEL J. JOHNSON, AICP**  
Director of Community Development / Resource Agency

cc: Paul Thompson, Deputy Planning Director  
Loren Clark, Assistant Planning Director  
Wes Zicker, Engineering and Surveying Director  
Ken Grehm, FCD Executive Director  
Jill Pahl, Environmental Health Director  
Mike Wells, Supervising Planner  
Phillip A. Frantz, Engineering & Surveying Department  
Vicki Ramsey, REHS  
Andrew Darrow, FCD Development Coordinator  
Maywan Krach, Environmental Coordination Services

## LETTER 8: Michael J. Johnson, Placer County Community Development/Resource Agency

### *Response to Comment 8-1*

The 141 acres of designated open space was proposed by and is analyzed as part of the Baltimore Ravine Specific Plan. As an integral part of the project, the open space designation is not meant to serve as mitigation.

As stated on page 5.3-35 of the Draft EIR, the proposed project would reduce the amount of habitat available to common wildlife species, such as deer, wild turkeys, California quail, band-tailed pigeons and mourning doves. However, the reduction in habitat would not be considered substantial, because it would not result in a substantial decline in the range or number of these species. Because the impact would be less than significant, no mitigation is required for common wildlife species.

### *Response to Comment 8-2*

Section 21083.4 of the Public Resources Code (and SB 1334) applies specifically to preservation of oak woodlands located in counties, not incorporated cities. Therefore, the section does not apply to the proposed project, and was not included in the Regulatory Section of Section 5.3, Biological Resources. Nonetheless, the Draft EIR does address the loss of oak woodlands as well as individual trees. The Draft EIR describes the oak woodlands located within the plan area on pages 5.3-2 through 5.3-4, and discusses the loss of individual trees and woodlands in Impacts 5.3-7 and 5.3-14 (pages 5.3-33 through 5.3-35 and 5.3-39 and 5.3-40). .

### *Response to Comment 8-3*

The impacts associated with making roadway improvements to Werner Road and Rogers Lane were addressed in the Draft EIR. The EIR evaluated potential impacts to cultural resources and biological resources (trees, habitat, special-status species) as well as air quality and noise impacts associated with construction activities. PBS&J biologists and archeologists surveyed the proposed roadway widening of Werner Road and Rogers Lane and determined that impacts to any unknown cultural resources and biological resources could be mitigated. No special-status species or wetland habitat was identified within any of the proposed roadway rights-of-way. Within the County it is conservatively estimated that between 50 and 60 trees could be removed along Werner Road and between 25 and 35 trees could be removed along Rogers Lane.

Regarding drainage, stormwater currently sheet flows off existing Werner Road and Rogers Lane and across vegetated slopes and overland following the natural contours. The proposed road widening will attempt to mimic the drainage pattern of the existing road. Where necessary, an asphalt-concrete dike will be used to convey drainage away from locations where sheet flow off the roadway would not be prudent.

The drainage sheds tributary to the various existing drainage facilities that convey runoff from Werner Road and Rogers Lane are of sufficient size that the increase in impervious surfaces proposed by the widening of these roads would have very little effect on the peak runoff to these facilities. Any water quality impacts resulting from the proposed additional paved surfaces would be minor, and would be mitigated by water quality BMPs (vegetated slopes & swales, vegetated buffers, etc.) incorporated into the roadway widening design at the time that improvement plans are prepared and submitted for County review with an encroachment permit application.

### ***Response to Comment 8-4***

The improvements to the Ophir/Werner intersection would be constructed with the backbone infrastructure improvements for Plan Area 2. As part of Plan Area 2 development, the Werner Lane/Ophir Road intersection would be improved to comply with County Standard Detail R-17, which would entail pavement widening along the south side of Ophir Road, immediately east and west of Werner Road, to accommodate acceleration/deceleration from the intersection. The widening would be tapered from 12-feet wide at Werner Road and would conform to the existing pavement roughly 200 to 250 feet east and west of the intersection. No additional lanes would be added.

No improvements to Werner Lane or the Werner/Ophir intersection are planned for Plan Area 1, because Werner Lane would serve only as a secondary access and little if any Plan Area 1 traffic is expected to use this access. Upon buildout of Future Plan Area 2, project traffic is forecast to regularly use the Werner/Ophir intersection.

The Werner/Ophir intersection is forecast to operate at LOS A under existing and future conditions with the Full Project (see Table 5.11-17 on page 5.11-46 and Table 5.11-26 on page 5.11-55 of the Draft EIR). This meets the County standards of operations. For this reason, the Werner/Ophir intersection would not require mitigation under full buildout of the BRSP.

### ***Response to Comment 8-5***

All of the proposed detention basins would be located within the BRSP area. Figure 3-10 has been revised accordingly as shown in Chapter 2, Changes to the Draft EIR.

### ***Response to Comment 8-6***

The comment lists several documents that are referenced in the Draft EIR. The documents were provided to the County on July 20, 2010, but apparently too late to be reviewed as part of County comments on the Draft EIR. The City will coordinate with the County regarding the investigation and remediation of any sites within the plan area that fall under the jurisdiction of Placer County.

### ***Response to Comment 8-7***

Soil samples were recovered from 39 locations across the area of the former pear orchard, which is located in Future Plan Area 2. A total of 20 samples were submitted from the 39 locations to an analytical laboratory for pesticide analysis (12 four-point composites; 8 discrete samples). A total of



17 of the 29 samples were analyzed for total arsenic (17 discrete samples) and 20 of the samples were analyzed for total lead (12 four-point composites; 8 discrete samples).

Of the 20 samples analyzed for pesticides, nine exceeded the residential California Human Health Screening Level (CHHSL) for dieldrin. Seven of the 17 samples submitted for arsenic analysis exceeded the interpreted background concentration for the project area ( $< 10$  mg/kg). Five of the 20 samples submitted for lead analysis exceeded the current residential CHHSL for lead (80 mg/kg). In general, the elevated lead and arsenic concentrations are co-located with those areas exhibiting elevated dieldrin; therefore, the arsenic and lead impacts are also within the 29-acre area of impact.

Although no school site is proposed, the sample density and protocols for pesticide evaluation were consistent with the Department of Toxic Substances Control (DTSC) Interim Guidance for Sampling Agricultural Properties (third revision) August 7, 2008. Following the protocols in this guidance document does, however, provide the necessary types of information to allow for an adequate and conservative evaluation of potential pesticide contamination in the former orchard. However, this does not rule out the possibility additional sampling to evaluate pesticide contamination may be necessary in conjunction with preparation of a Preliminary Endangerment Assessment for Future Plan Area 2.

### *Response to Comment 8-8*

Additional sampling and risk evaluation for the abandoned mine features is anticipated. This evaluation will be prepared under the oversight of DTSC. Mitigation Measure 5.6-2(b) has been revised as follows to indicate DTSC's responsibility.

- b) *Prior to grading, all tailings and waste rock from past mining operations that would be disturbed by the proposed grading permit shall be investigated for the presence of chemical contaminants associated with historic mining activities, and measures shall be identified and implemented to manage hazards that could present a human health or environmental risk. The investigation shall be conducted under the guidance of a registered environmental professional in accordance with the standards established by the California Department of Toxic Substances Control (DTSC) in its Preliminary Endangerment Assessment Guidance Manual ("PEA Guidance Manual" latest edition) and/or the Abandoned Mine Lands Preliminary Assessment Handbook ("AML Handbook" latest edition), or equally effective method(s), whichever are determined appropriate by the investigator. The results of the already completed Phase One and Phase Two environmental site assessments prepared by Engeo may be used to provide background information regarding the likely nature and sources of contaminants but shall not be used as a substitute for this investigation, nor shall the conclusions regarding potential health risks based upon comparisons to California Human Health Screening Levels (CHHSL) be used as a substitute for a health risk assessment, if it is determined through implementation of Mitigation Measure 5.6-2(d) that a quantitative risk assessment is needed, unless the investigator*

*determines such a comparison is appropriate and provides supporting evidence for that conclusion. All investigations, work plan development and implementation, health risk assessment (if required), remediation (if required), and post-remediation reporting and site controls (if required) identified in Mitigation Measures 5.6-2(b) through 5.6-2(l) shall be subject to DTSC oversight.*

### ***Response to Comment 8-9***

Page 5.6-4 of the Draft EIR provides information about reported arsenic levels in sampled soils in the former pear orchard that is located in Future Plan Area 2. Arsenic was observed in the soil samples, at concentrations ranging from 1.5 to 73 milligrams per kilogram (mg/kg). The Draft EIR (reporting data compiled from Engeo reports) further noted, by comparison, the background soil samples had arsenic concentrations ranging from less than 1.0 to 2.1 mg/kg. Arsenic was also detected in former mining areas.

The commentor correctly notes that arsenic concentrations in the Sierra foothills can have naturally occurring background concentrations greater than California Human Health Screening Levels (CHHSL). It would be important, as recommended by the commentor, to establish a site-specific cleanup level that differs from the CHHSL if it is determined that a cleanup level greater than CHHSL would be protective of human health and that the appropriate Remedial Action Objective (RA) has been defined. Mitigation Measure 5.6-2(g) has been revised as follows to clarify the use of CHHSLs relative to arsenic.

- g) *The Soil Management Plan shall be prepared by a ~~qualified-registered~~ environmental professional prior to development at any location in the historic mining areas that would be disturbed by site development (including unoccupied park and open space areas subject to Fire Management Plan earthwork) that: (1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development; (2) establishes site-specific cleanup levels for COCs based on site-specific data; and ~~(2)-(3)~~ (3) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, soil management, remediation, long-term monitoring, post-development maintenance or access limitations, financial assurances for long-term monitoring and maintenance, if needed, or some combination thereof. Physical controls can be a combination of removal and placement of contaminated soils in deeper fills, placement of an appropriate fill cap, or equally effective measures determined by the preparer of the Soil Management Plan.*

A human health risk assessment has not been performed. For that reason, Mitigation Measure 5.6-2 outlines the process for determining how and when a risk assessment would be needed, and how

the results of that assessment would guide management of contamination that could present a health risk. Mitigation Measure 5.6-2(d) specifically addresses that issue. If an HRA is warranted and prepared, a site-specific remedial action objective (RAO) will be established for arsenic.

### ***Response to Comment 8-10***

The specific remedial alternative selected for the noted dieldrin, arsenic and lead impacted soil would be developed as part of the site investigation and cleanup strategy outlined in Mitigation Measure 5.6-2, as revised. These actions would be under DTSC oversight. If impacted soils are relocated and encapsulated in other areas of the site, the appropriate institutional controls and operation and maintenance plans would be implemented with regulatory oversight from DTSC, as indicated in revised Mitigation Measure 5.6-2(b) (see Response to Comment 8-8).

### ***Response to Comment 8-11***

PEAs would be conducted through the DTSC Voluntary Cleanup Program for each plan area as needed. The PEA would address both the noted agricultural impacts as well as potential health risks associated with the abandoned mine features. The scope of the PEA is expected to focus on the areas within the site that have been identified as areas of concern in the Phase I and Phase II ESAs and where development of occupied uses is proposed. For example, the 29-acre orchard site is an area of concern, but the Mehrten formation in Plan Area 1 is not, because it was not subject to agricultural or mining activities. The remainder of the project site would remain in open space and would not be graded or otherwise disturbed, so those areas are not proposed for inclusion in a PEA.

### ***Response to Comment 8-12***

The comment concurs with the analysis provided in the Draft EIR regarding detention of project stormwater. No further response is required.

### ***Response to Comment 8-13***

The comment concurs with the analysis of the infrastructure proposed by the BRSP to offset impacts on downstream flooding. No further response is required.

### ***Response to Comment 8-14***

The comment concurs with the analysis of increases in runoff in Dutch Ravine. No further response is required.





# COUNTY OF PLACER FACILITY SERVICES DEPARTMENT

Phone 530-886-4900 Fax 530-889-6809

www.placer.ca.gov

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July 29, 2010

Adrienne L. Graham, AICP, Consulting Planner  
Auburn Community Development Department  
1225 Lincoln Way, Room 3  
Auburn, CA 95603

## SUBJECT: BALTIMORE RAVINE SPECIFIC PLAN AND STUDY AREAS DRAFT EIR

With apology for submission past the public review period deadline for this Project EIR, Placer County Department of Facility Services respectfully requests the following comments be considered in preparation of the Final EIR and related documents:

Chapter 5.9, Public Services, Parks – Impact 5.9-9 identifies a potential impact to the City of Auburn's recreational service level of 5 acres of developed park land per 1000 residents with the influx of 1,949 new residents generated by the Baltimore Ravine Project (Project). To offset this impact, the project proposes to construct a two-acre park and pay a fee "consistent with the Municipal Code..." in-lieu of the remaining 7.75 acres of developed park acreage that would be needed to maintain the service level.

Placer County is concerned that there would be an unmitigated influx of new use to park facilities in unincorporated Placer County already operating at capacity unless the Project adequately provides for its share of park facilities within its local jurisdictional boundaries (City of Auburn and Auburn Recreation District).

Per the City of Auburn Municipal Code citation on page 5.9-25, in-lieu recreation fees for developments within Auburn City Limits pay \$655 per dwelling unit. It is our understanding that the fee has since been adjusted to \$1,073 per dwelling unit. Assuming a fee of \$1,073 applied to a maximum of 725 proposed dwelling units, the Project would pay no more than \$777,925 in in-lieu fees as proposed (less if credit is applied for constructed on-site park facilities). Applied to the construction of the needed 7.75 acres of parkland, that would provide no more than \$100,377 per acre for acquisition and development of parkland. Recent park development costs incurred by Placer County and surrounding jurisdictions would indicate that \$100,377 per acre is significantly insufficient to acquire and develop active park land.

It is therefore the request of Placer County that the Project provide on-site facilities and/or in-lieu park fees to the local park and recreation providers in an amount sufficient to acquire and construct the appropriate service level improvements in the time and market in which they will be provided in order to avoid a service level deficiency and leakage of recreational users into surrounding unmitigated facilities.

Similarly, an assessment of the adequacy of existing maintenance funding sources for the newly provided public recreation facilities (both on-site and off-site by in-lieu fee) should be made. If existing park maintenance funding is inadequate, an ongoing assessment should be provided by Project residents through a Lighting and Landscape District or similar mechanism.

Thank you for your consideration.

Andy Fisher, Senior Planner  
Parks and Grounds Division

11476 C Avenue Auburn CA 95603  
Entrance at 2855 2nd Street



## LETTER 9: Andy Fischer, Placer County Facilities Services Department

### *Response to Comment 9-1*

As stated on page 5.9-27 of the Draft EIR, the proposed project is expected to result in a demand for parkland of 9.75 acres. The BRSP provides for 2 acres of parkland and also includes 143 acres of open space for passive recreation. Although the City does not require dedication of or accept park land credit for open space, these areas provide passive recreation opportunities for hiking, mountain biking, and interacting with the natural environment. The project would pay in lieu fees to offset the demand for parkland that is not onsite. The fees paid would be used to acquire parks and/or recreational facilities consistent the Auburn Recreation District (ARD) Strategic Master Plan, which was updated in May 2009. ARD is also pursuing changes to its fee schedule, which the City would consider as they are proposed. Project development will pay the fees in place at the time that building permits are obtained.

As stated on page 5.9-26 of the Draft EIR, the impact on parks and recreational facilities would be considered significant if the project would increase the use of facilities to the extent that the substantial physical deterioration of the facility would occur or be accelerated, resulting in the need to construct or expand new facilities that would have an adverse effect on the environment. Given the construction of a park within the project area and the proximity of the project site to existing ARD facilities, particularly the large recreational facilities north of the project site, it is unlikely that residents would travel to similar facilities outside of the City of Auburn or the ARD. The increased use of ARD parks by project residents would not be great enough to physically substantially degrade those facilities, assuming that ARD uses the fees paid by project development to construct and maintain parks and recreational facilities within the district.

ARD is charged with determining how best to use the fees it collects, whether for maintenance, rehabilitation or construction of new facilities. Maintenance funding ARD parks would be determined and evaluated at the time those parks are constructed as part of ARD's ongoing management of the district. Maintenance funding for the BRSP park and trails will be the responsibility of the HOA using standard funding mechanisms (e.g., HOA fee).







3091 County Center Drive, Suite 240, Auburn, CA 95603 • (530) 745-2330 • Fax (530) 745-2373  
 www.placer.ca.gov/apcd Thomas J. Christofk, Air Pollution Control Officer

July 23, 2010

**SENT VIA FAX (530) 885-5508**  
**SENT VIA EMAIL [algraham@surewest.net](mailto:algraham@surewest.net)**

Adrienne L. Graham  
 City of Auburn  
 Community Development Department  
 1225 Lincoln Way, Room 3  
 Auburn, CA 95603

**Subject: Baltimore Ravine Specific Plan and Study Areas Project DEIR, Notice of Public Review**

Dear Ms. Graham:

The Placer County Air Pollution Control District (District) appreciates this opportunity to review the "Baltimore Ravine and Study Area Specific Plan (BRSP)" DEIR. As you are aware, this project is located within the Sacramento Valley Air Basin (SVAB) portion of Placer County, which is classified as severe non-attainment area for federal health based ambient air quality standards of ozone and fine particulate matter (PM<sub>2.5</sub>) standards. The District comments on the DEIR are as follows:

**1. Impact 5.2-1**

The DEIR should provide another table to show the project related "unmitigated" construction emissions to identify the level of the project's related construction impacts without any mitigation. According to the unmitigated emissions, appropriate mitigation measures then can be identified. Table 5.2-9 shows the emissions after mitigation and should be identified or renamed to indicate the emissions listed are after mitigation. Furthermore, the discussion regarding the tables on page 5.2-30 should be updated accordingly.

10-1

Table 5.2-9 contains a footnote stating that emissions were calculated assuming that onsite water trucks would cover the daily grading acreage three times per day (footnote 1 on page 5.2-31). A mitigation measure should be identified to require all grading projects to apply water three times per day. In addition, the URBEMIS analysis assumes the maximum daily disturbed area is 3 acres for the construction emission analysis. Therefore, a mitigation measure requiring that the grading area cannot exceed 3 acres per day should also be identified. These two mitigation measures should be listed in the DEIR in section Mitigation Measure 5.2-1 for construction related impacts.

Mitigation Measure 5.2-1 lists outdated mitigation measures once recommended by the District. The District recommends that these mitigation measures be updated with the most current mitigation language (see Attachment 1: Master Mitigation List and Attachment 2: District and State Rule Based Requirements). The City may recall in December of 2009, the District provided the City of Auburn with these revised mitigation measures to identify new measures pursuant to CEQA guidelines and to identify the District Rules which are applicable to all projects.

10-2

In addition, MM5.2-1 should apply to all future projects within the BRSP planning area because the associated construction activities would result in significant air quality impacts.

↑ 10-2  
(cont.)

### 1. Impact 5.2-2

Tables 5.2-10 to 5.2-13 should indicate that the data presented are based on unmitigated emissions.

Tables 5.2-10 and 5.2-11 should be more clearly identifiable as Full BRSP or Entire Project.

The note in Tables 5.2-10 and 5.2-11 should indicate that the unmitigated emissions include the proposed commercial square footage.

10-3

Correct the architectural coating in Table 5.2-12 to reflect the data provided in the modeling analysis on page 2 for Area Source Unmitigated Detail Report (Operation: Plan1). The number listed in the table indicates 21.71 pound per day. The data shows that only 2.71 pounds would result.

The District disagrees with the statement on page 5.2-36 which concludes that “*It should be noted that under Plan Area 1 operational impacts are less than significant and do not require project-specific mitigation*”. Tables 5.2-10 and 5.2-11 have demonstrated that build out of the entire BRSP would exceed PCAPCD thresholds. The impacts resulting from the build out of the BRSP are identified as significant and unavoidable. Therefore, the mitigation measures listed under 5.2-2 shall apply to all future projects within the BRSP planning areas including Plan Area 1, Plan Area 2, and Study Areas as analyzed in this DEIR.

10-4

In addition, the District recommends the following changes to Mitigation Measure 5.2-2 b) iv:

All homes within a subdivision shall have a heating and cooling unit (HVAC) that is two points above the Seasonal Energy Efficiency Ratio (SEER) in effect at the time of approval of the Tentative Subdivision Map.

10-5

The District recommends the following changes to Mitigation Measure 5.2-2 b) vi:

In multifamily units (i.e. condos, townhomes, or other attached units), consistent with Rule 225, only natural gas or propane-fired fireplace appliances shall be installed. Wood burning or pellet appliances shall not be permitted in multifamily units.

10-6

### 2. APPENDIX D: URBEMIS Modeling Results

The number of residential units used to calculate the wood-burning emissions in Appendix D is not consistent with the single-family units proposed by the BRSP. According to Table 4-1, the total residential units proposed by the BRSP are 790 including 210 for single-family units and 580 multiple-family units. Further, MM 5.2-2 (b)(v) does not limit the installation of wood-burning appliances to no more than 50% of single-family units. Therefore, the wood-burning emission calculation should be estimated using the worst-case scenario that 100% of single-family units will have wood-burning appliances. The calculation should be re-verified to reflect the potential emissions from wood-burning appliances appropriately. Any adjustment in emissions should then be updated in the associated tables provided in the DEIR.

10-7

### 3. Impact 5.2-4

The District has concerns regarding the discussion on potential cancer risk resulting from I-80 and the two UPRR rail lines. First, the CAL3QHCR results shown in Appendix F present that the model inputs include diesel PM emissions from I-80 and UPRR rail lines. Therefore, the estimated exposure concentration for each proposed receptor in the modeling analysis is the combined emission impacts resulting from I-80 and UPRR rail lines. The cancer risk at each receptor location has presented the risks as cumulative impacts from I-80 and UPRR rail lines. According to this, it is not appropriate to use a nearest receptor location to present the

10-8

potential risk from the pointed source. For example, it is not appropriate to use a receptor which is located at 50 feet south of the eastbound UPRR track as an example to conclude the potential cancer risk from the eastbound UPRR track is less than significant.

10-8  
(cont.)

Second, the associated risk from I-80 and UPRR tracks are additive. The risks are all associated with the same air pollutant, diesel PM, and estimated for each receptor. If the project conducts three individual modeling analyses to estimate the potential exposure concentration at the same receptor, then the risk from each source at the same receptor should be added to present the combined risk from these three sources. The risks are all from the same air pollutant and impact humans through the same pathway (inhalation). Therefore, the statement on page 5.2-39 indicating that the risk cannot be considered additive is incorrect.

10-9

Third, the evaluation criterion stated in the discussion (296 in a million) is not the threshold or the criteria to determine the significance of the associated risks from I-80 and UPRR rail lines. The DEIR indicates this evaluation criterion is cited from a SMAQMD's Recommended Protocol for health risk assessments. However, it is the evaluation criterion established by SMAQMD to determine if a site specific health risk assessment should be recommended; it is not the criterion presenting a safe risk level or a regulatory threshold<sup>1</sup>. Therefore, the discussion misinterprets the evaluating criterion used by SMAQMD to conclude the risks from I-80 and UPRR rail lines to the BRSP future residents would be less than significant.

10-10

The District does not establish a threshold to determine the significance of risk resulting from existing sources to the project's sensitive receptors. To determine the level of significance for the potential risk from I-80 and UPRR rail lines, the estimated risk should be compared with other related risk analyses. The District recommends using the background air toxic risks in the Sacramento Valley Air Basin for the baseline comparison.

According to the California Air Resources Board (CARB) 2006 Almanac of Emissions and Air Quality, the estimated risk resulting from the major toxic air contaminants in the Sacramento Valley Air Basin is approximate 520 in one million of which 360 in one million comes from diesel PM<sup>2</sup>. According to the CARB study, the DEIR shall include discussion and analysis for any additional chance in terms of percentage to the background diesel PM risk that the BRSP future residents would have cancers compared to people living elsewhere in Placer County.

#### 4. APPENDIX F: CAL3QHCR Modeling Results

The District cannot verify the level of accuracy for the CAL3QHCR modeling results based on the limited information provided in Appendix F. This Appendix should provide a detailed description how the emissions associated with I-80 and the two UPRR rail lines being determined and how the potential cancer risk per receptor are being calculated based on the modeling outputs. The emission calculation should include emission factors for freeway trucks and locomotives, traveling distance through the BRSP planning area, and the citation of where the activity data was obtained (e.g., diesel truck counts from Caltrans report and number of locomotives used per freight train from UPRR). In addition, the District understands that the UPRR lines have recently undergone retrofitting to allow for "double-stacking" of freight cars. This may result in the increase of locomotives used per freight train. It is not clear if the CAL3QHCR modeling results take into account any increase in emissions related to this recent retrofit and "double-stacking" of freight cars. Therefore, the detailed emission calculation is very important for the District to verify the accuracy of the

10-11

<sup>1</sup> SMAQMD Recommended protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadway, version 2.3, January 2010, Pp.8

<sup>2</sup> The California Almanac of Emissions and Air Quality-2006 Edition, Chapter 5: Toxic Contaminant Emissions, Air Quality and Health Risk. <http://www.arb.ca.gov/aqd/almanac/almanac06/almanac06iu.htm>

CAL3QHCR modeling analysis. The results of the emission determination shall be provided and described explicitly in Appendix F.

↑ 10-11  
| (cont.)

Furthermore, the outputs of modeling analysis should be reprinted in a landscape format so the data in the table aligns correctly and are readable. A digital map with aerial overlay shall be provided in the appendix which should present the locations of receptors and related sources (I-80 and two UPRR rail tracks) explicitly.

According to the modeling outputs provided in Appendix F, receptor #2 has the highest annual exposure concentration ( $1.01 \mu\text{g}/\text{m}^3$ ), which would equal a cancer risk of 303 per million. However, the District is not able to verify if the receptor #2 is located within the BRSP planning area based on the map provided in Appendix F. A hand-drawing map on the last page cannot provide the spatial data to verify the accuracy of the modeling analysis.

10-12

### 5. Impact 5.2-7

The District recommends that Mitigation Measure 5.2-7 be revised to apply to all discretionary projects subject to CEQA and/or further air quality analysis. More specifically, the mitigation measure should apply to large lot maps/tentative subdivision maps and use-permits for the proposed commercial development in Plan Area 2.

Further, the mitigation shall be satisfied prior to the issue of a building permit or Certificate of Occupancy.

Rewording for consideration:

iii. Participate in the Placer County Air Pollution District Offsite Mitigation Program by paying an equivalent amount of money that is equal to the projects contribution of pollutants (ROG and NO<sub>x</sub>), which exceeds the cumulative threshold of 10 pounds per day. The estimated payment for the proposed project is \$\_\_\_\_\_ based on \$14,300 per ton for a one year period. The actual amount to be paid shall be determined, and satisfied per current California Air Resource Board guidelines, at the time of (Choose one): [recording of the Final Map, approval of the Tentative Subdivision Map, issuance of a building permit or Certificate of Occupancy].

10-13

### 6. Impact 5.2-8

The District requests a table which summarizes the annual average concentrations and associated risk for each receptor and a map to show the locations of proposed receptors and existing DPM sources (I-80 and UPRR rail tracks). The table and map should provide information on how the potential cancer risk was analyzed.

10-14

The risk number should be compared to the background which was discussed in the comment#4. The District would like to emphasize that the CEQA determination shall take into account this cumulative risk in addition to the background number. As stated above, the cancer risks associated with each source are considered additive.

10-15

Again, the District does not recommend the use of a threshold of 296 cases per million to determine if a potential risk impact may result from the project, nor the use of 50 percent of increased I-80 traffic under cumulative conditions. The DEIR misinterprets that 296 cases per million is a threshold to determine the significance of risk resulting from existing TAC sources. This should be corrected in the DEIR.

### 7. Greenhouse Gas Analysis

Data for mitigated emissions is missing from the Greenhouse Gas Emission Worksheet provided in Appendix D. Please correct the fields shown as #REF!.

10-16

Please verify the vehicle fleet mix used in the Greenhouse Gas Analysis in Appendix D and UREBMIS 2007 default setting. It appears that a different percentage was used to calculate the greenhouse gas emissions.

10-17

The number of 106.15 MG/yr used to calculate water use related GHG emissions appears to be underestimated. Based on DEIR Table 5.10-5, the water demand ranges from 377,147 gallons per day to 754,294 gallons per day which convert to a range from 137.6 MG/yr to 275.6MG/yr. Factors used in the GHG emission analysis should be consistent with those used in the DEIR.

10-18

## 8. Impact 5.2-9

Table 5.2-19 should be amended to reference the correct Appendix containing the GHG analysis. The GHG analysis is in Appendix D.

10-19

As stated in the DEIR, the project is anticipated to result in approximately 20,349 tons of CO<sub>2</sub>e per year. Although the DEIR does include some energy-efficiency and shade features that would reduce greenhouse gas emissions; the proposed measures will offset only a small fraction of the greenhouse gas emissions the project will generate. All discretionary projects within the Specific Plan area shall identify specific mitigation measures with an accompanying mitigation monitoring report/program in order to adequately mitigate impacts relating to climate change/greenhouse gas emissions and energy conservation. In addition, the DEIR should demonstrate how each measure will be satisfied for a given discretionary project. For example, "Prior to the issuance of a building permit, all residential/commercial buildings shall demonstrate compliance with all of the measures listed, or a combination thereof (subject to further analysis to verify effectiveness level), in compliance with the BRSP goals and policies."

10-20

The District recommends that the City should also consider the requirement for future development to exceed the Title 24 requirements, as suggested by the OPR as a development standard for all phases of residential and commercial development within the Specific Plan area. Exceeding Title 24, along with other energy reduction measures has been implemented by several projects within the vicinity of the area including the Village 7 Specific Plan in the City of Lincoln, Sierra Vista Specific Plan in the City of Roseville, and other large commercial projects and residential subdivisions within Placer County. The following combination of mitigation measures has been widely accepted in large residential subdivisions within Placer County and has been determined to be feasible and effective in order to reduce greenhouse gases.

10-21

### Residential

1. (In place of 5.2-2 b) iv.) All homes within the proposed subdivision will utilize AC units that are two points above the Seasonal Energy Efficiency Ratio (SEER) in effect at the time of approval of the Tentative Subdivision Map.
2. All homes within the subdivision will include "whole house fans."
3. All homes within the subdivision will include, at the builder's discretion, one of the following:
  - a. A "tankless" water heater, or
  - b. Upgraded installation in all walls and ceilings which exceed the Title 24 requirements in place at the time of building permit issuance.

### Commercial

- Design buildings to be energy efficient. Site buildings to take advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use.
- Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.

- Install light colored “cool” roofs, cool pavements, and strategically placed shade trees.
- Install energy efficient heating and cooling systems, appliances and equipment, and control systems.
- Install light emitting diodes (LEDs) for traffic, street and other outdoor lighting.
- Install solar power systems, solar and tankless hot water heaters, and energy-efficient heating ventilation and air conditioning.
- Create water-efficient landscapes.
- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.
- Design buildings to be water-efficient. Install water-efficient fixtures and appliances.
- Restrict watering methods (*e.g.*, prohibit systems that apply water to non- vegetated surfaces) and control runoff.
- Implement low-impact development practices that maintain the existing hydrologic character of the site to manage storm water and protect the environment. (Retaining storm water runoff on-site can drastically reduce the need for energy-intensive imported water at the site.)
- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, and concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
- Use low or zero-emission vehicles, including construction vehicles.
- Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (*e.g.*, electric vehicle charging facilities and conveniently located alternative fueling).

10-21  
(cont.)

If you have any questions or concerns, please contact with me at (530)745-2333.

Sincerely,



Angel Rinker  
Associate Planner

Cc: Thomas Christofk, APCO, Placer County Air Pollution Control District  
Yu-Shuo Chang, Senior Planner, Placer County Air Pollution Control District  
Maywan Krach, Environmental Coordination Services, Placer County

Enclosures: Attachment 1: Master Mitigation List  
Attachment 2: District and State Rule Based Requirements

## Attachment 1

### Master Mitigation List

*(A “menu” of optional mitigations suggested by APCD during environmental review. Note that all of the “rules” have been removed from our previous list – see Attachment 2)*

- MM1            1a. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. The applicant shall provide written evidence, provided by APCD, to the local jurisdiction (city or county) that the plan has been submitted to APCD. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving APCD approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.
- 1b. Include the following standard note on the Grading Plan or Improvement Plans: The prime contractor shall submit to the District a comprehensive inventory (i.e. make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the APCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.
- 1c. Prior to approval of Grading or Improvement Plans, whichever occurs first, the applicant shall provide a written calculation to the Placer County APCD for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction as required by CARB. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The following link shall be used to calculate compliance with this condition and shall be submitted to the Placer County APCD as described above: <http://www.airquality.org/ceqa/> (click on the current “Roadway Construction Emissions Model”).
- MM2            In order to control dust, operational watering trucks shall be on site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules.
- MM3            Include the following standard note on the Improvement/Grading Plan: If required by the Engineering Division and/or the Department of Public Works, the contractor shall hold a pre-construction meeting prior to any grading activities. The contractor shall invite the Placer County APCD to the pre-construction meeting in order to discuss the construction emission/dust control plan with employees and/or contractors.
- MM4            Include the following standard note on the Improvement/Grading Plan: During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.

MM5 Prior to building permit approval, the applicant shall show, on the plans submitted to the Building Department, provisions for construction of new residences, and where natural gas is available, the installation of a gas outlet for use with outdoor cooking appliances, such as a gas barbecue or outdoor recreational fire pits.

MM6 The proposed project exceeds the cumulative air quality thresholds as established by the APCD (a maximum of 10 pounds per day of ROG and/or NOx). The estimated total amount of excessive ROG and Nox for this project is \_\_\_\_\_ pounds per day (equivalent to \_\_\_\_ tons per year). In order to mitigate the projects contribution to long-term emission of pollutants, the applicant shall either:

a. **(preferred by APCD):** Establish mitigation **on-site** by incorporating design features within the project. This may include, but not be limited to: “green” building features such solar panels, energy efficient heating and cooling, exceeding Title 24 standards, bike lanes, bus shelters, etc. **NOTE:** The specific amounts of “credits” received shall be established and coordinated through the Placer County Air Pollution Control District.

b. Establish mitigation **off-site** within the same region (i.e. east or west Placer County) by participating in an offsite mitigation program, coordinated through the Placer County Air Pollution Control District. Examples include, but are not limited to participation in a “Biomass” program that provides emissions benefits; retrofitting, repowering, or replacing heavy duty engines from mobile sources (i.e. busses, construction equipment, on road haulers); or other program that the project proponent may propose to reduce emissions.

c. Participate in the Placer County Air Pollution District Offsite Mitigation Program by paying the equivalent amount of money, which is equal to the projects contribution of pollutants (ROG and NOx), which exceeds the cumulative threshold of 10 pounds per day. The estimated payment for the proposed project is \$ \_\_\_\_\_ based on \$14,300 per ton for a one year period. The actual amount to be paid shall be determined, and satisfied per current California Air Resource Board guidelines, at the time of **(Choose one)**: [recordation of the Final Map, issuance of a Building Permit].

d. Any combination of a, b, or c, as determined feasible by the Director of APCD.

**NOTE: All mitigation measures (either a, b, c, or d) must be satisfied prior to **(Choose one)**: [recordation of the Final Map, issuance of a Building Permit]. It is the applicant’s responsibility to forward written proof of satisfaction of this condition to APCD.**

MM7 For those projects which include stationary sources (i.e. gasoline dispensing facility, auto painting, dry cleaning, large HVAC units, etc.), the applicant shall obtain an Authority to Construct (ATC) permit prior to the approval of Improvement Plans, Grading Permit, or Building Permit (whichever occurs first). **NOTE:** A third party detailed Health Risk Assessment may be required as a part of the permitting process.

MM8 **(Placer County Only – does not apply to cities)** Prior to **(Choose one)**: [approval of Grading/Improvement Plans, issuance of a Grading Permit, Design Review approval, recordation of the Parcel Map], the applicant shall provide a landscaping plan for review and approval by the Design/Site Review Committee. As required by the Placer County APCD, landscaping shall include native drought-resistant species (plants, trees and bushes) in order to reduce the demand for irrigation and gas powered landscape maintenance equipment. In addition, a maximum of 25% lawn area is allowed on site. As a part of the project design, the applicant shall include irrigation systems which efficiently utilize water (e.g., prohibit systems that apply water to non-vegetated surfaces and systems which create runoff). In addition, the applicant shall install



water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls, rain "shut off" valves, or other devices as reviewed and approved by the Design Site Review Committee.

- MM9 **(Placer County Only – does not apply to cities)** Include the following standard note on the Improvement/Grading Plan: During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment (Note: local jurisdiction regulations may be utilized in lieu of this requirement).

### **CLIMATE CHANGE**

*(may or may not be recommended by APCD depending on scope of project)*

- MM10 As mitigation for air quality impacts, a bike lane is required for this project. Prior to (Choose one): [approval of Grading/Improvement Plans, Design Review approval], the applicant shall show that a (Choose one): [Class 1, 2, or 3] bicycle lane(s) is provided in areas as approved by the Engineering Division and/or the Department of Public Works (or similar divisions within each jurisdiction), as defined elsewhere in these conditions of approval.
- MM11 Prior to the issuance of a Building Permit, the floor plans and exterior elevations submitted in conjunction with the Building Permit application, shall show that the applicant has installed [insert number] (Choose one): [solar panels, Photovoltaic roofing tiles] on [insert number] (Choose one): homes, structures throughout the project as follows: (describe lot numbers, locations, and/or building numbers and locations here).
- MM12 Prior to Design Review approval, the Site Plan shall show that the applicant has provided (insert number of spaces here) preferential parking spaces for employees that carpool / vanpool / rideshare as required by the Placer County APCD. Such stalls shall be clearly demarcated with signage as approved by the Design Site Review Committee.
- MM13 Diesel trucks shall be prohibited from idling more than (Choose one): [five minutes, (Placer County) or \_\_\_\_ minutes (local jurisdiction)]. Prior to the issuance of a Building Permit, the applicant shall show on the submitted building elevations that all truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors. Diesel Trucks idling for more than the allotted time shall be required to connect to the 110/208 volt power to run any auxiliary equipment. 2'x3' signage which indicates "Diesel engine Idling Limited to a Maximum of \_\_\_\_ Minutes" shall be included with the submittal of building plans.
- MM14 **(Placer County Only – does not apply to cities)** Prior to Design Review approval, the applicant shall show that on-site bicycle racks, as required by the Placer County APCD, shall be reviewed and approved by the Design Site Review Committee.

**Note:** Depending on the scope of the project, and based on current regulations and policies, additional climate change mitigation measures may be recommended to the Lead Agency by APCD.

## Attachment 2

### District and State Rule Based Requirements

#### Section "A"

*(To be included as standard notes on all Improvement Plans, Grading Plans, and/or Design Review Permits, including those projects exempt by CEQA)*

- R1. Include the following standard note on the Improvement/Grading Plan: Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours. *(Based on APCD Rule 202)*
- R2. Include the following standard note on the Improvement/Grading Plan: The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours. *(Based on APCD Rule 228)*
- R3. Include the following standard note on the Improvement/Grading Plan: The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. *(Based on APCD Rule 228 / section 401.5)*
- R4. Include the following standard note on the Improvement/Grading Plan: During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less. *(Based on APCD Rule 228 / section 401.2)*
- R5. a). Include the following standard note on the Improvement/Grading Plan: In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).
- b). Include the following standard note on the Improvement/Grading Plan: The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.  
*(Based on APCD Rule 228 / section 402)*
- R6. Include the following standard note on the Improvement/Grading Plan: The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site. *(Based on APCD Rule 228 / section 401.1, 401.4)*
- R7. Include the following standard note on the Improvement/Grading Plan: To limit the quantity of volatile organic compounds in architectural coatings supplied, sold, offered for sale, applied, solicited for application, or manufactured for use within the District, all projects must comply with APCD Rule 218. Please see our website for additional information: *(Based on APCD Rule 218)*

R8. Include the following standard note on the Improvement /Grading Plan: In order to limit the emission of nitrogen oxides (NOx) from natural gas-fired water heaters, all projects that utilize gas fired water heaters must comply with Rule 246. *(Based on APCD Rule 246).*

R9. Include the following standard note on the Improvement/Grading Plan: During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site. *(Based on APCD Rule 310)*

R10. Include the following standard note on the Improvement/Grading Plan: A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions Rule 217. *(Based on APCD Rule 217).*

R11. Include the following standard note on the Improvement/Grading Plan: Processes that discharge 2 pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. **Permits may be required for both construction and operation.** Developers/contractors should contact the District prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. *(Based on the California Health & Safety Code section 39013:* <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=hsc&group=39001-40000&file=39010-39060>

NOTE: For complete listing of APCD Rules please visit:  
<http://www.placer.ca.gov/Departments/Air/Rules.aspx>

### **Section “B”**

*(To be included as standard notes on Building Permits for ALL projects, including those exempt by CEQA)*

R1B. Include the following standard note on all building plans approved in association with this project: Prior to building permit approval, in accordance with District Rule 225, only U.S. EPA Phase II certified wood burning devices shall be allowed in single-family residences. The emission potential from each residence shall not exceed a cumulative total of 7.5 grams per hour for all devices. Masonry fireplaces shall have either an EPA certified Phase II wood burning device or shall be a U.L. Listed Decorative Gas Appliance. *(Based on APCD Rule 225).*

R2B. Include the following standard note on all building plans approved in association with this project: Wood burning or Pellet appliances shall not be permitted in multi-family developments. Only natural gas or propane fired fireplace appliances are permitted. These appliances shall be clearly delineated on the Floor Plans submitted in conjunction with the Building Permit application. *(Based on APCD Rule 225, section 302.2).*

R3B. Include the following standard note on all building plans approved in association with this project: Pursuant to the Placer County Air Pollution Control District Rule 501, General Permit Requirements, the proposed project may need a permit from the District prior to construction. In general, any engine greater than 50 brake horsepower or any boiler with heat greater than 1,000,000 Btu per hour will need a permit issued by the District. Please contact with the District for permit requirements. *(Based on APCD Rule 501).*

R4B. Include the following standard note on the plans submitted for building demolition: The demolition or remodeling of any structure may be subject to the National Emission Standard for Hazardous Air Pollutants (NESHAPS) for Asbestos. This may require that a structure to be demolished be inspected for the presence of asbestos by a certified asbestos inspector, and that all asbestos materials are removed prior to demolition. For more information, call the California Air Resources Board at (916) 916 322-6036 or the U. S. EPA at (415) 947-8704. *(Based on Calif. Code Regulations, Title 22):* <http://www.ciwmb.ca.gov/Regulations/Title14/ch35.htm>  
*Code of Federal Regulations, Title 40:* <http://www.ncdot.org/doh/preconstruct/ps/word/SP2R10.doc>

R5B. Include the following standard note on all building plans approved in association with this project: Processes that discharge 2 pounds per day or more of air contaminants, as defined by Health and Safety Code Section 39013, to the atmosphere may require a permit. **Permits are required for both construction and operation.** Developers/contractors should contact the District prior to construction and obtain any necessary permits prior to the issuance of a Building Permit. *(Based on the California Health & Safety Code section 39013:* <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=hsc&group=39001-40000&file=39010-39060>

NOTE: For complete listing of APCD Rules please visit:  
<http://www.placer.ca.gov/Departments/Air/Rules.aspx>

# LETTER 10: Angel Rinker, Placer County Air Pollution Control District

## Response to Comment 10-1

Table 5.2-9 on page 5.2-31 of the Draft EIR presents the unmitigated construction emissions of the proposed project. Because the URBEMIS modeling conducted for the proposed project takes into account the NO<sub>x</sub> emissions associated with the use of water trucks on the proposed project site, it was deemed appropriate at the time of preparation of the Draft EIR to account for the reduction in particulate matter that is also associated with water truck use on the project site as part of the unmitigated assumptions. A more conservative approach would be to include the NO<sub>x</sub> emissions of water trucks in the unmitigated calculation, but not the benefit of watering. Accordingly, Table 5.2-9 is amended as follows:

TABLE 5.2-9					
PROPOSED PROJECT CONSTRUCTION EMISSIONS (UNMITIGATED) IN PEAK POUNDS PER DAY					
Plan Area 1		ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>
<b>Phase 1a – Clearing/Grubbing</b>					
	Max Daily Emissions	3.97	35.40	18.51	141.4573.98 <sup>1</sup>
<b>Phase 1b – Grading</b>					
	Max Daily Emissions	22.22	<b>194.51</b>	97.59	68.7539.83 <sup>1</sup>
<b>Phase 1c – Utilities Installation</b>					
	Max Daily Emissions	6.26	48.23	27.99	2.81
<b>Phase 1d – Road Construction</b>					
	Max Daily Emissions	9.55	72.04	37.77	4.07
<b>Phase 1e – Bridge Construction</b>					
	Max Daily Emissions	3.64	31.05	16.67	1.39
	Maximum daily concurrent emissions with either Phase 1c or 1d	13.19	<b>103.09</b>	54.44	5.46
<b>Phase 1f – Residential Construction</b>					
	Max Daily Emissions	12.09	25.23	38.83	1.85
<b>Future Plan Area 2</b>					
<b>Phase 2a – Clearing/Grubbing</b>					
	Max Daily Emissions	2.90	22.15	11.87	140.9173.44 <sup>1</sup>
<b>Phase 2b – Grading</b>					
	Max Daily Emissions	15.44	<b>116.64</b>	68.29	64.9336.02 <sup>1</sup>
<b>Phase 2c – Utilities Installation</b>					
	Max Daily Emissions	3.89	25.60	25.99	1.35
<b>Phase 2d – Road Construction</b>					
	Max Daily Emissions	6.52	42.23	30.65	2.29
<b>Phase 2e – Bridge Construction</b>					
	Max Daily Emissions	2.63	18.85	13.06	0.79
	Maximum daily concurrent emissions with either Phase 2c or 2d	9.15	61.08	43.71	3.08
<b>Phase 2f – Residential Construction</b>					
	Max Daily Emissions	11.87	16.38	32.29	1.13
<b>Phase 2g – Commercial Construction</b>					
	Max Daily Emissions	5.22	8.59	10.60	0.45
Note:					
1. Assumes that onsite water trucks would cover the daily grading acreage three times per day <u>for NO<sub>x</sub> emissions but not for PM<sub>10</sub> emissions.</u> <b>Bold text indicates that the threshold is exceeded.</b>					
Source: PBS&J, 2009. Calculation sheets are provided in Appendix D.					

In addition, the following table (Table 5.2-9b) has been added to the EIR to clarify mitigated versus unmitigated emissions.

<b><u>TABLE 5.2-9B</u></b>					
<b><u>PROPOSED PROJECT CONSTRUCTION EMISSIONS (MITIGATED)</u></b>					
<b><u>IN PEAK POUNDS PER DAY</u></b>					
<b><u>Plan Area 1</u></b>		<b><u>ROG</u></b>	<b><u>NO<sub>x</sub></u></b>	<b><u>CO</u></b>	<b><u>PM<sub>10</sub></u></b>
<b><u>Phase 1a – Clearing/Grubbing</u></b>					
	<u>Max Daily Emissions</u>	<u>3.97</u>	<u>35.40</u>	<u>18.51</u>	<u>73.98<sup>1</sup></u>
<b><u>Phase 1b – Grading</u></b>					
	<u>Max Daily Emissions</u>	<u>22.22</u>	<b><u>194.51</u></b>	<u>97.59</u>	<b><u>39.83<sup>1</sup></u></b>
<b><u>Phase 1c – Utilities Installation</u></b>					
	<u>Max Daily Emissions</u>	<u>6.26</u>	<u>48.23</u>	<u>27.99</u>	<u>2.81</u>
<b><u>Phase 1d – Road Construction</u></b>					
	<u>Max Daily Emissions</u>	<u>9.55</u>	<u>72.04</u>	<u>37.77</u>	<u>4.07</u>
<b><u>Phase 1e – Bridge Construction</u></b>					
	<u>Max Daily Emissions</u>	<u>3.64</u>	<u>31.05</u>	<u>16.67</u>	<u>1.39</u>
	<u>Maximum daily concurrent emissions with either Phase 1c or 1d</u>	<u>13.19</u>	<b><u>103.09</u></b>	<u>54.44</u>	<u>5.46</u>
<b><u>Phase 1f – Residential Construction</u></b>					
	<u>Max Daily Emissions</u>	<u>12.09</u>	<u>25.23</u>	<u>38.83</u>	<u>1.85</u>
<b><u>Future Plan Area 2</u></b>					
<b><u>Phase 2a – Clearing/Grubbing</u></b>					
	<u>Max Daily Emissions</u>	<u>2.90</u>	<u>22.15</u>	<u>11.87</u>	<u>73.44<sup>1</sup></u>
<b><u>Phase 2b – Grading</u></b>					
	<u>Max Daily Emissions</u>	<u>15.44</u>	<b><u>116.64</u></b>	<u>68.29</u>	<b><u>36.02<sup>1</sup></u></b>
<b><u>Phase 2c – Utilities Installation</u></b>					
	<u>Max Daily Emissions</u>	<u>3.89</u>	<u>25.60</u>	<u>25.99</u>	<u>1.35</u>
<b><u>Phase 2d – Road Construction</u></b>					
	<u>Max Daily Emissions</u>	<u>6.52</u>	<u>42.23</u>	<u>30.65</u>	<u>2.29</u>
<b><u>Phase 2e – Bridge Construction</u></b>					
	<u>Max Daily Emissions</u>	<u>2.63</u>	<u>18.85</u>	<u>13.06</u>	<u>0.79</u>
	<u>Maximum daily concurrent emissions with either Phase 2c or 2d</u>	<u>9.15</u>	<u>61.08</u>	<u>43.71</u>	<u>3.08</u>
<b><u>Phase 2f – Residential Construction</u></b>					
	<u>Max Daily Emissions</u>	<u>11.87</u>	<u>16.38</u>	<u>32.29</u>	<u>1.13</u>
<b><u>Phase 2g – Commercial Construction</u></b>					
	<u>Max Daily Emissions</u>	<u>5.22</u>	<u>8.59</u>	<u>10.60</u>	<u>0.45</u>
<u>Note:</u> <u>1. Assumes that onsite water trucks would cover the daily grading acreage three times per day.</u> <u><b>Bold text indicates that the threshold is exceeded.</b></u> <u>Source: PBS&amp;J, 2009. Calculation sheets are provided in Appendix D.</u>					

Because of the alteration of the unmitigated max daily emissions in Table 5.2-9, the discussion of the project-specific construction air quality impact has been amended for consistency. The last full paragraph under the Full BRSP discussion on page 5.2-30 is revised to read:

As shown in Table 5.2-9, ROG, and CO and PM<sub>10</sub> emissions would remain below Air District thresholds for each individual phase and for those phases of Plan Area 1 and/or 2 that could overlap. However, NO<sub>x</sub> and PM<sub>10</sub> emissions for the Full BRSP would exceed Air District thresholds during several phases, which is considered a **significant impact**.

The discussion under Plan Area 1 starting on page 5.2-30 is also revised as follows:

### Plan Area 1

During construction of Plan Area 1, ROG, NO<sub>x</sub>, CO, and PM<sub>10</sub> emissions, as shown in Table 5.2-9, would vary by construction phase. Modeling indicates that construction equipment NO<sub>x</sub> emissions would exceed the District's threshold of 82 pounds per day during grading (Phase 1b) and the time during which Phases 1d (Road Construction – Plan Area 1) and 1e (Bridge Construction – Plan Area 1) could be concurrent. PM<sub>10</sub> emissions would exceed the District's threshold of 82 pounds per day during clearing/grubbing activities. ROG and PM<sub>10</sub> emissions would not exceed the District's threshold of 82 pounds per day. CO emissions would not exceed the District's threshold of 550 pounds per day. Construction impacts would be temporary; however, since the model indicates that NO<sub>x</sub> and PM<sub>10</sub> emissions associated with construction activities of Plan Area 1 would exceed the NO<sub>x</sub> and PM<sub>10</sub> thresholds of significance, this would be considered a **significant impact**.

Mitigation Measure 5.2-1 starting on page 5.2-32 is revised to require the use of watering, as reflected in the mitigated PM<sub>10</sub> emissions calculation.

12) On-site water trucks shall apply water to any and all active grading areas three times per day during grading activities.

The assumption that only 3 acres per day would be graded is based on site conditions and anticipated construction activities. Therefore, the assumption is considered part of the project and does not need to be a mitigation measure.

### *Response to Comment 10-2*

The mitigation measures in Section 5.2 of the Draft EIR are generally consistent with the list of measures provided by the Air District, although the order and wording of the measures are slightly different. Attachment 1 of the Comment letter is, according to the attachment, “a “menu” of optional mitigations suggested by APCD during environmental review.” The City has reviewed this list and incorporated those measures that are, in the City's judgment, appropriate for the proposed project. All but one of the applicable measures in Attachment 1 are included in the Specific Plan and/or EIR mitigation measures in some form. The exception is the requirement that the contractor use existing power sources or clean fuel generators rather than temporary diesel power generators, as this measure may not be feasible.

Attachment 2 includes “District and State Rule-Based Requirements” that should be included as “standard notes on all Improvement Plans, Grading Plans and/or Design Review Permits”. The proposed project must comply with adopted rules, as discussed throughout Section 4.2. The rules applicable to the proposed project are identified in Mitigation Measures 5.2-1 and 5.2-2. The Mitigation Monitoring Program (Chapter 5 of this Final EIR) indicates how and when mitigation will be implemented. Where appropriate, the MMP states that measures will be included as conditions of approval (that is, “standard notes”) on Small Lot Tentative Maps, Improvement Plans (which include Grading Plans in the City of Auburn) and/or Design Review Permits.

### Response to Comment 10-3

Tables 5.2-10 through 5.2-13 on pages 5.2-34 through 5.2-35 have been revised to include the requested clarifications as follows:

TABLE 5.2-10				
<b>PROPOSED PROJECT <u>FULL BRSP</u> DAILY OPERATIONAL EMISSIONS – SUMMER (UNMITIGATED)</b>				
PROPOSED PROJECT EMISSIONS				
Emissions Source	Emissions in Pounds per Day			
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>
Natural Gas	0.59	7.75	3.66	0.01
Landscape Maintenance	1.86	0.14	12.02	0.03
Consumer Products	38.16	--	--	--
Architectural Coatings	7.27	--	--	--
Motor Vehicles	53.51	59.72	573.81	150.26
<b>Maximum Daily Emissions</b>	<b>101.39</b>	No	<b>589.49</b>	<b>150.30</b>
<b>PCAPCD Thresholds (lb/day)</b>	<b>82</b>	<b>82</b>	<b>550</b>	<b>82</b>
<b>Significant Impact</b>	<b>Yes</b>	No	<b>Yes</b>	<b>Yes</b>
Note: It should be noted that operational modeling is consistent with the traffic analysis, which reflects a total buildout of 780 residential units compared to the 725 discussed in the project description. However, as this analysis presents a more conservative analysis, it is considered acceptable. <u>In addition, the modeling data presented in this table reflects the commercial component of the proposed project.</u> <b>Bold text indicates that the threshold is exceeded.</b> Source: PBS&J, 2008. Calculation sheets are provided in Appendix D.				

TABLE 5.2-11				
<b>PROPOSED PROJECT <u>FULL BRSP</u> DAILY OPERATIONAL EMISSIONS – WINTER (UNMITIGATED)</b>				
PROPOSED PROJECT EMISSIONS				
Emissions Source	Emissions in Pounds per Day			
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>
Natural Gas	0.59	7.75	3.66	0.01
Hearth (winter) <sup>1</sup>	<del>44.82</del> 23.44	<del>6.36</del> 5.64	<del>203.82</del> 106.98	<del>25.40</del> 13.40
Consumer Products	38.16	--	--	--
Architectural Coatings	7.27	--	--	--
Motor Vehicles	59.24	86.33	630.40	150.26
<b>Maximum Daily Emissions</b>	<b><del>150.08</del>128.70</b>	<b><del>100.44</del>99.72</b>	<b><del>837.88</del>741.04</b>	<b><del>175.67</del>163.67</b>
<b>PCAPCD Thresholds (lb/day)</b>	<b>82</b>	<b>82</b>	<b>550</b>	<b>82</b>
<b>Significant Impact</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>
Notes: 1. Reflects manual calculation of Phase II fireplace assumptions that would be located in 5100 percent of total single-family residential buildout. Emission rates for Phase II fireplaces are based on AP-42 emission rates contained in Table 1.10-1 (Emission Factors for Residential Wood Combustion) of AP-42. Refer to Appendix D for the calculation worksheet. It should be noted that operational modeling is consistent with the traffic analysis, which reflects a total buildout of 780 residential units compared to the 725 discussed in the project description. However, as this analysis presents a more conservative analysis, it is considered acceptable. <u>In addition, the modeling data presented in this table reflects the commercial component of the proposed project.</u> <b>Bold text indicates that the threshold is exceeded.</b> Source: PBS&J, 2008. Calculation sheets are provided in Appendix D.				



TABLE 5.2-12

**PLAN AREA 1 PROJECTED DAILY OPERATIONAL EMISSIONS – SUMMER (UNMITIGATED)**

PROPOSED PROJECT EMISSIONS				
Emissions Source	Emissions in Pounds per Day			
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>
Natural Gas	0.20	2.63	1.12	0.01
Landscape Maintenance	1.09	0.08	6.90	0.02
Consumer Products	13.21	--	--	--
Architectural Coatings	24.71	--	--	--
Motor Vehicles	11.91	12.53	123.62	31.65
<b>Maximum Daily Emissions</b>	<b>29.12</b>	<b>15.24</b>	<b>131.64</b>	<b>31.68</b>
<b>PCAPCD Thresholds (lb/day)</b>	<b>82</b>	<b>82</b>	<b>550</b>	<b>82</b>
<b>Significant Impact</b>	No	No	No	No

Note:  
It should be noted that operational modeling is consistent with the traffic analysis, which reflects a total buildout of 270 residential units.  
**Bold text indicates that the threshold is exceeded.**  
Source: PBS&J, 2009. Calculation sheets are provided in Appendix D.

TABLE 5.2-13

**PLAN AREA 1 PROJECTED DAILY OPERATIONAL EMISSIONS – WINTER (UNMITIGATED)**

PROPOSED PROJECT EMISSIONS				
Emissions Source	Emissions in Pounds per Day			
	ROG	NO <sub>x</sub>	CO	PM <sub>10</sub>
Natural Gas	0.20	2.63	1.12	0.01
Hearth (winter) <sup>1</sup>	<del>45.52</del> 13.81	<del>2.27</del> 2.22	<del>70.58</del> 62.82	<del>0.30</del> 7.83
Consumer Products	13.21	--	--	--
Architectural Coatings	2.71	--	--	--
Motor Vehicles	12.46	18.13	133.86	31.65
<b>Maximum Daily Emissions</b>	<b>44.10</b> <del>42.39</del>	<b>23.03</b> <del>22.98</del>	<b>205.56</b> <del>197.80</del>	<b>31.96</b> <del>39.49</del>
<b>PCAPCD Thresholds (lb/day)</b>	<b>82</b>	<b>82</b>	<b>550</b>	<b>82</b>
<b>Significant Impact</b>	No	No	No	No

Notes:  
1. Reflects manual calculation of Phase II fireplace assumptions that would be located in 5100 percent of ~~total single-family~~ residential buildout. Emission rates for Phase II fireplaces are based on AP-42 emission rates contained in Table 1.10-1 (Emission Factors for Residential Wood Combustion) of AP-42. Refer to Appendix D for the calculation worksheet.  
It should be noted that operational modeling is consistent with the traffic analysis, which reflects a total buildout of 270 residential units.  
**Bold text indicates that the threshold is exceeded.**  
Source: PBS&J, 2009. Calculation sheets are provided in Appendix D.

**Response to Comment 10-4**

As shown in Tables 5.2-12 and 5.2-13, Plan Area 1 would not, in and of itself, exceed the thresholds established by the Air District for operational emissions, and mitigation is not required for Plan Area 1 as part of the project-level analysis. However, as discussed in Impact 5.2-7, Plan Area 1 emissions would contribute considerably to cumulative degradation of air quality. Mitigation Measure 5.2-7, which applies to the full proposed project, including Plan Area 1, requires implementation of Mitigation Measures 5.2-1 and 5.2-2. Therefore, as requested by the comment, the measures identified in Mitigation Measure 5.2-2 will apply to Plan Area 1.

### *Response to Comment 10-5*

Mitigation Measure 5.2-2(iv) requires that HVAC units have a minimum SEER rating of 16 or the SEER required by Title 24, whichever is higher. A SEER rating of 16 currently exceeds Title 24 requirements, but there are HVAC units that have a SEER rating of 16. Therefore, the mitigation measure as written is known to be feasible. It is not known at this time if the Title 24 requirements will change, and if there will always be HVAC units with a SEER rating greater than the Title 24 requirements, so the recommended change to the mitigation measure could be infeasible. Therefore, the measure has not been revised.

### *Response to Comment 10-6*

As requested by the commentor, Mitigation Measure 5.2-2(b) vi. on page 5.2-37 has been amended as follows:

*vii. In multifamily units (i.e., condos, townhomes, or other attached units), consistent with Rule 225, only natural gas or propane-fired fireplace appliances shall be installed. Wood burning or pellet appliances shall not be ~~installed~~ permitted in multifamily units.*

Note that the above changes are clarifications and do not alter the original intent or meaning of the measure.

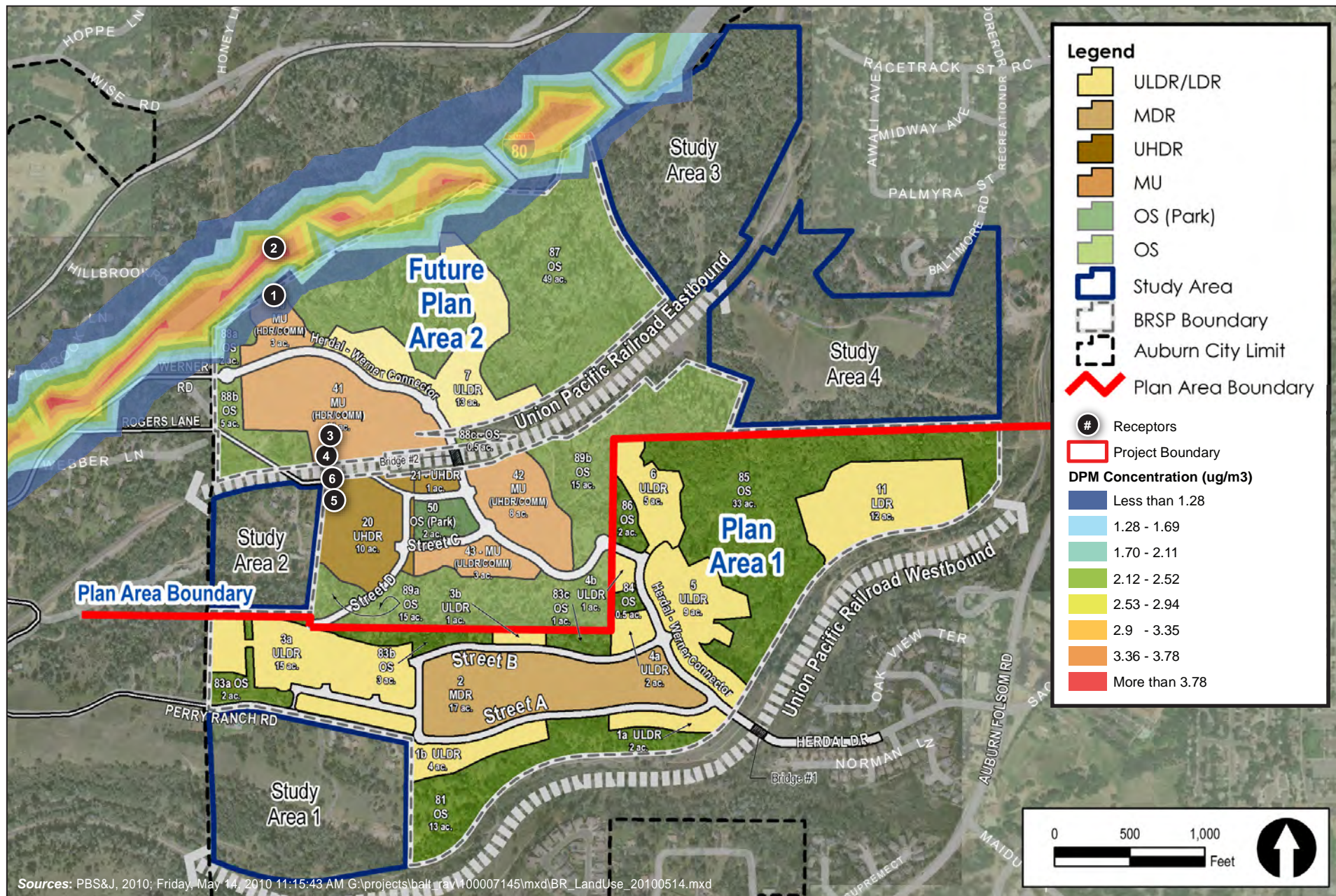
### *Response to Comment 10-7*

As noted in Tables 5.2-11 and 5.2-13 of the Draft EIR, emissions are calculated based on the assumption that 50 percent of the total residential units at project buildout would include Phase II fireplaces. Tables 5.2-11 and 5.2-13 (see above) have been corrected based on the commentor's suggestion to reflect 100 percent of all single-family structures with Phase II fireplaces. This change is reflected in the tables shown above in Response to Comment 10-3, and as shown, emissions would decrease with the revised modeling parameters.

### *Response to Comment 10-8*

The CAL3QHCR model used to estimate project health risk included Diesel Particulate Matter (DPM) exposure from both the I-80 freeway and the UPRR rail lines. DPM concentrations and cancer risk were estimated at the following six receptor locations. In addition, Figure 1 has been provided to show the receptor locations that were modeled.

1. Nearest project residence on the northern portion of the project site southeast of I-80 (highest project site I-80 DPM).
2. Roadside receptor southeast of I-80, 10 feet from nearest travel lane (worst-case I-80 DPM).
3. Nearest project residence on the northern portion of the project site northwest of UPRR north branch (highest north parcel project site UPRR DPM).
4. Rail line receptor northwest of UPRR, 10 feet from north branch (worst-case UPRR DPM).



**FIGURE 1**  
**Carcinogenic Health Risk Due to Diesel Particulate Matter**

100007145

Baltimore Ravine Specific Plan and Study Areas

5. Nearest project residence on the southern portion of the project site southeast of UPRR north branch (highest south parcel project site UPRR DPM).
6. Rail line receptor southeast of UPRR, 10 feet from north branch (worst-case UPRR DPM).

Modeling results for the DPM concentrations and associated cancer risks are shown in Table 1, below. The EIR significance conclusions were based on risks expected at the proposed on-site residences closest to I-80 or the UPRR rail line (shown in bold below). Health risks in areas at the points of closest public access to I-80 and UPRR were included only to provide worst-case exposure reference points.

TABLE 1		
POTENTIAL ON-SITE DIESEL PARTICULATE MATTER HEALTH RISKS		
Receptor	Annual Avg. Conc. DPM	Cancer Risk
<b>1 (Nearest Residence I-80)</b>	<b>0.22</b>	<b>66</b>
2 (Near roadside I-80)	1.01	303
<b>3 (Nearest Residence UPRR)</b>	<b>0.08</b>	<b>24</b>
4 (Near trackside UPRR)	0.09	27
<b>5 (Nearest Residence UPRR)</b>	<b>0.05</b>	<b>15</b>
6 (Near trackside UPRR)	0.07	21
Source: PBS&J, 2010.		

### *Response to Comment 10-9*

To obtain the total health risk to a receptor subject to DPM exposure from multiple sources, the exposure from all of the sources (i.e., I-80 and UPRR rail lines) would be added together. The CAL3QHCR modeling for this project includes the effects of DPM exposure from both I-80 and the UPRR rail lines for all of the receptors considered. DPM levels associated with I-80 are much greater levels from the UPRR trains. Because the freeway and railroad lines are widely separated, the DPM concentration component from the closest source to any receptor near the project site boundary is far larger than the component from the more distant source. Thus, the health risk at the closest project receptor to I-80 is almost completely due to DPM from the freeway, while the health risk at the closest project receptor to UPRR is almost completely due to DPM from the railroad.

As clarification, the last sentence of the second paragraph on page 5.2-39 of the Draft EIR has been clarified to state:

... Due to the distance between the UPRR rail line and I-80, the cancer risks associated with each are not considered additive—DPM from I-80 would be small in comparison to risks from the UPRR DPM for the on-site receptors closest to the UPRR rail line.

### *Response to Comment 10-10*

The Draft EIR referred to the “296-in-a-million” value developed by the SMAQMD in their Recommended Protocol for DPM health risk assessment as an “evaluation criterion,” not as a “significance criterion.” As the commenter is aware, there is no generally accepted significance



criteria to assess mobile source DPM health risk. However, in the absence of a definitive criterion, it is appropriate for the Draft EIR to base its significance determination on the SMAQMD guidance, which establishes a threshold under which preparation of a site-specific health risk assessment is not recommended. It is reasonable to assume that should a project, such as the proposed project, fall below a threshold that dictates the need to evaluate impacts further, impacts would then be less than significant. As stated in the Draft EIR (see top of page 5.2-40), the estimated maximum health risk for an on-site residential receptor (i.e., 66-in-a-million) falls far short of the SMAQMD value and a more detailed site-specific risk assessment would not be recommended or required under their Protocol. It should be noted that if the 296-in-a-million value had been exceeded based on the screening analysis performed, the City understands that this would not have necessitated a conclusion of significant and unavoidable but would have signaled a need to prepare a detailed project-specific health risk assessment.

### *Response to Comment 10-11*

The following information on train activity was obtained directly from UPRR during preparation of the Draft EIR in Spring 2008:

- Track speed in the area of the project site is 50mph. The speeds through Auburn are the same for all passenger trains and are as follows:
  - Main Track #2 - 50 mph, capitol trains initial start and end point at Auburn on this track. Train 6 is scheduled to use this track.
  - Main track #1- 30 mph, train 5 is scheduled to use this track.
- The trains can run in both directions, especially freight trains, but the Capitol Corridor trains always go to the track that goes by the station. Amtrak Zephyr could use either track, depending on dispatching with the Zephyr and freight trains.

Page 5.2-28 of the Draft EIR assumed that 18 freight trains a day passed the Baltimore Ravine site. This estimate is consistent with the estimate provided by a representative from UPRR,<sup>[1]</sup> who estimated that 20 freight trains pass the site per day. The potential health risk would scale linearly with the number of train operations. With 18 or 20 operations per day, the risks would be 31 in a million or 34 in a million, respectively. These would be small compared with the 296-in-a-million “evaluation criterion” proposed by the SMAQMD in their Recommended Protocol (in 2008) for DPM health risk assessment.

Also according to UPRR, train speed through this area averages 50 mph, though the EIR conservatively assumed a lower speed (30 mph) which provides a worst case scenario in terms of DPM concentrations. Finally, UPRR was unable to confirm that double-stacking of train freight cars is presently occurring or would be occurring in the future, or if the average number of locomotives per freight train has increased to accommodate double-stacking. Double-stacking could change the number of locomotives or train speeds, with consequent changes in the DPM levels and risks. However, even if double-stacking meant doubling the number of locomotives with consequent

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<sup>[1]</sup> Terrel A. Anderson, Manager Industry & Public Projects, email communication August 17, 2010.

doubling of risk, the analysis indicates the project would still be far short of the risk near I-80, and or both the SMAQMD evaluation criterion or of the Sacramento Valley background risk.

Data on UPRR locomotive emissions for the EIR analysis was obtained from the Roseville Rail Yard Study (CARB 2004), as noted in the Draft EIR, which were used to estimate the DPM emissions of the trains. At an average traveling speed of 30 miles per hour, the locomotives notch setting is estimated to be Notch 5. The average Notch 5 DPM emission rate (0.101 g/s/locomotive) for all the UP line haul locomotives in the Roseville study was used.

Thus, the emissions of the train locomotives were estimated using the following values:

- Average number of freight trains per day: 14
- Average number of locomotives per freight train: 2.9
- Average number of passenger trains per day: 4
- Average number of locomotives per passenger train: 1

Emissions in gram per mile-hr were calculated using the following formula:

*[Average Notch 5 Emission Rate (g/s/locomotive)] x [3600 (s/hr)] / [Average Speed (mile/hr)] x [Average Number of Locomotives per Train (locomotives/train)] x [Average Number of Freight Trains per Day (trains/day)] / [24 (hr/day)]*

The resulting total DPM emissions from the UP freight train locomotives were estimated to be 20.6 gram per miles traveled during a one-hour period. All trains were assumed to travel on the northern UPRR rail line to provide a worst-case DPM source for project site exposure.

Peak hour traffic volume on I-80 (7700 per hour at I-80 junction with Route 193) came from the Caltrans website <http://traffic-counts.dot.ca.gov/>. This peak hour was used to calculate hourly volumes for the other 23 hours in a day, with each hour having a separate emission factor, as calculated by SMAQMD using Sacramento Valley vehicle miles traveled (VMT) and particulate emissions provided by the EMFAC2007 model. Table 2 shows the VMT, emissions factor and vehicle/hour assumptions.

### ***Response to Comment 10-12***

The CAL3QHCR model output is provided in the revisions to Appendix D and a site vicinity map with a pollutant contour overlay is provided as Figure 1 (see Response to 10-8). Receptor #2, which exhibited the 303-in-a-million risk referred to in the comment, is not an on-site residential receptor, but a receptor near I-80 included to show a worst case risk that the closest receptor would be subjected to. The “hand-draw map” the PCAPCD refers to (located in Appendix D of the Draft EIR) is a tracing of I-80 and the UPRR route using a 1 inch = 800 feet scale map. This hand drawn figure has been replaced with Figure 1 in the Appendix D revisions at the end of this Final EIR.

TABLE 2			
VMT, EMISSION FACTOR, AND VEHICLE/HR ASSUMPTIONS			
Time of day	Relative VMT	I-80 Traffic Volume (veh/hr)	PM <sub>10</sub> Emission Rates (g/veh-mi, obtained from EMFAC2007 for the SMAQMD in year 2007)
Hr 00	0.152	1170	0.072
Hr 01	0.057	437	0.059
Hr 02	0.063	486	0.101
Hr 03	0.051	396	0.367
Hr 04	0.071	548	0.106
Hr 05	0.130	1003	0.089
Hr 06	0.480	3697	0.062
Hr 07	0.951	7322	0.034
Hr 08	0.891	6861	0.036
Hr 09	0.564	4341	0.051
Hr 10	0.590	4545	0.049
Hr 11	0.741	5706	0.044
Hr 12	0.763	5873	0.038
Hr 13	0.753	5796	0.038
Hr 14	0.864	6650	0.029
Hr 15	0.874	6731	0.029
Hr 16	0.912	7025	0.031
Hr 17 (pk hour VMT)	1.000	7700	0.025
Hr 18	0.698	5372	0.021
Hr 19	0.522	4016	0.021
Hr 20	0.402	3096	0.036
Hr 21	0.408	3139	0.035
Hr 22	0.302	2322	0.024
Hr 23	0.230	1768	0.031

Source: SMAQMD, *Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways*, January 2007.

### Response to Comment 10-13

Mitigation Measure 5.2-7 applies to the entire proposed project, and is meant to cover both residential and commercial development. Therefore, the first sentence of the first paragraph of Mitigation Measure 5.2-7(a) is revised as shown:

- a) *At the time a small lot tentative map or Design Review application is submitted, the City, in coordination with PCAPCD, shall calculate the emissions associated with the land uses to be approved under that particular tentative map or Design Review Permit. ...*

The cost of mitigation pursuant to Mitigation Measure 5.2-7(a)(iii) cannot be determined until the tentative map and/or design review application is submitted, along with a plan indicating the extent to which emissions will be reduced via Measures 5.2-7(a)(i) and (ii). Therefore, the requested change to Measure 5.2-7(a)(iii) is not appropriate at this time.

### Response to Comment 10-14

Please see Response to Comment 10-8.

### *Response to Comment 10-15*

As noted in the Draft EIR, the maximum on-site residential risk of DPM from I-80 and the UPRR trains is 66-in-a-million compared to the cumulative risk in the Sacramento Valley of 520-in-a-million of which 360-in-a-million is due to DPM. It is almost universally accepted that DPM exposures from multiple sources are additive and can affect cumulative cancer risk. The SMAQMD threshold of 296-in-a-million is not a widely accepted CEQA significance threshold for DPM risk. Nevertheless, the project's maximum residential exposure falls far short of both the SMAQMD evaluation criterion and the background cancer risk in the Sacramento Valley, and can legitimately be deemed less than significant.

Please see also Response to Comment 10-10.

### *Response to Comment 10-16*

The commentor is referring to the summary sheet of the Greenhouse Gas (GHG) worksheet (see Appendix D in the Draft EIR). Because the GHG mitigation for the proposed project was not able to be quantified, mitigated emissions were not provided, resulting in a #REF! value for mitigated emissions in the summary sheet. The summary sheet has been amended to remove this line and is included as revised Appendix D in this Final EIR (see Chapter 2).

### *Response to Comment 10-17*

The vehicle mix calculated as part of the greenhouse gas/climate change evaluation and the URBEMIS modeling differed slightly as the commentor noted. As discussed in Response to Comment 10-16, Appendix D has been amended to resolve this inconsistency, which would result in an additional 3 metric tons of CO<sub>2</sub>e from mobile sources beyond what was reported in the Draft EIR. This change is not considered substantial and reflects a clarification to the analysis of the EIR. This revision, in combination with changes discussed below and in Response to Comment 10-18, would increase total operational CO<sub>2</sub>e emissions associated with the Full BRSP from 20,349 to 20,352 metric tons per year and increase the total mobile source operational CO<sub>2</sub>e emissions associated with the Full BRSP from 14,177 to 14,180 metric tons per year.

Consistent with this change and changes identified in Response to Comment 10-18, Impact 5.2-9 on page 5.2-44 has been modified as follows:

### *Operational GHG Emissions*

The proposed BRSP would also generate GHG during its operation, principally from motor vehicle use, electricity and natural gas consumption, solid waste disposal, and water treatment/distribution. GHG from each of these sources are further explained, below. Table 5.2-19 summarizes the total operational emissions at buildout in CO<sub>2</sub> equivalents. As shown in this table, the operation of the proposed project is anticipated to generate approximately ~~20,349~~20,410 tons per year of CO<sub>2</sub>e emissions, which is approximately 0.004



percent of California's 2004 emissions (i.e., 487 million tons). The project inventory would be approximately 0.0003 percent of 2006 U.S. emissions (i.e., 7,054 million tons).

In addition, Table 5.2-19 on page 5.-45 has been amended as follows:

<b>TABLE 5.2-19</b>	
<b>TOTAL CO<sub>2</sub> EQUIVALENT EMISSIONS OF THE PROPOSED PROJECT</b>	
<b>Emissions Source</b>	<b>CO<sub>2</sub> Equivalent (Metric Tons/Year)</b>
Motor Vehicles	14,17780
Electricity	1,850
Natural Gas	3,107
Solid Waste	1,021
Water	494252
<b>Total Annual Emissions</b>	<b>20,349410</b>
Source: PBS&J 2009. Calculation sheets are provided in Appendix ED.	

The first full paragraph on page 5.2-45 under Impact 5.2-9 has been revised as follows:

CO<sub>2</sub>e emissions during operation of the project at full buildout were estimated using URBEMIS 2007 and California Climate Action Registry Protocol (v3.1). Total CO<sub>2</sub>e emissions from vehicles would be 14,17780 tons per year, based on the 11,040 daily trips anticipated at buildout of the BRSP.

Based on the revisions noted above, the second sentence on page 5.2-51 has been amended as follows:

... After buildout, the project would contribute approximately 20,349410 tons of CO<sub>2</sub>e per year.

### *Response to Comment 10-18*

As shown above in Response to Comment 10-17, the metric tons of CO<sub>2</sub>e anticipated during operation of the Full BRSP that are attributable to water treatment and distribution have been modified in response to comments raised by the PCAPCD. This change has been made consistent with the annual water demand of the project (422.4 acre-feet per year) and results in an increase in the level of water-related GHG emissions from 194 metric tons CO<sub>2</sub>e per year to 252 metric tons CO<sub>2</sub>e per year.

The last paragraph on page 5.2-46 of the Draft EIR has been revised to reflect this clarification:

While not as substantial as the contributions related to mobile sources, electricity, natural gas, and solid waste, the proposed project would contribute GHG emissions related to the distribution and treatment of domestic water supplies to the proposed uses. Based on the annual net increase in water demand of the proposed project (~~106.15 million gallons~~ 422.4 acre-feet per year), estimated annual emissions of GHGs attributable to the proposed project from water supplies would be ~~494252~~ metric tons CO<sub>2</sub>e per year.

### *Response to Comment 10-19*

Table 5.2-19 has been amended to reflect the correct appendix reference, as shown above in Response to Comment 10-17.

### *Response to Comment 10-20*

Regarding the requested language change, the timing of each mitigation measure, and the actions to be taken to ensure each measure is implemented, are included in the Mitigation Monitoring Program, which is provided in Chapter 5 of this Final EIR. Therefore, no change to Mitigation Measure 5.2-9 is necessary.

### *Response to Comment 10-21*

The City of Auburn reviewed the recommended measures and added those that were not already included in Mitigation Measures 5.2-2 and 5.2-9, and that were appropriate for the project and the City. The revised measures are shown below.

#### PA2

5.2-2 a) *The following measures shall apply to residential uses:*

~~a~~(1) *Open burning of any kind shall be prohibited.*

~~b~~(2) *The following or equally effective measures shall be incorporated into building plans and/or specifications prior to issuance of building permits for residential uses.*

- i. Natural gas lines shall be extended to backyards and patio areas for use with outdoor cooking appliances, where gas lines are available.*
- ii. Electrical outlets shall be installed on the exterior of residential structures to promote the use of electrical landscape equipment.*
- iii. Energy-conserving features shall be provided as options for home buyers, such as energy star appliances, radiant roof barriers, roofing material and additional insulation.*
- iv. All heating and cooling units (HVAC) shall have a seasonal energy efficiency rating (SEER) of a minimum of 16 or the SEER required by Title 24, whichever is higher.*

*v. All residential units within the subdivision shall include, at the builder's discretion, at least one of the following:*

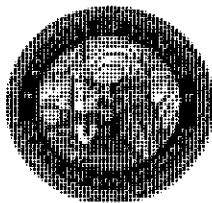
- At least one "tankless" water heater per house, or*
- Upgraded insulation in all walls and ceilings that exceeds Title 24 requirements in place at the time that the building permit is issued.*

- vi. *In single-family residences, consistent with Rule 225, only U.S. EPA Phase II certified wood-burning devices shall be allowed. The emission potential from each residence shall not exceed a cumulative total of 7.5 grams per hour for all devices. Masonry fireplaces shall have either an EPA certified Phase II wood burning device or shall be a U.L. Listed Decorative Gas Appliance.*
- vii. *In multifamily units (i.e., condos, townhomes, or other attached units), consistent with Rule 225, only natural gas or propane-fired fireplace appliances shall be installed. Wood burning or pellet appliances shall not be ~~installed~~ permitted in multifamily units.*
- e(3) *The following or equally effective measures shall apply to commercial uses:*
  - i. *All truck loading and unloading docks shall be equipped with one 110/208 volt power outlet for every two dock doors.*
  - ii. *Diesel trucks shall be prohibited from idling more than five minutes and shall be required to connect to the 110/208 volt power to run any auxiliary equipment. Signage shall be provided.*
  - iii. *Commercial uses shall indicate preferential parking spaces for employees that carpool/vanpool/rideshare as required by the Placer County APCD. Such stalls shall be clearly demarcated with appropriate signage.*

PA2

- 5.2-9 d) ~~Concurrent with a request for rezoning for commercial/retail parcels,~~ *The project proponent for the commercial/retail development shall submit to the City a plan for informing project employees of commute options, transit services, and bike and pedestrian facilities.*
- e) ~~Concurrent with commercial and retail development, the project applicant shall ensure~~ The landscape plan shall demonstrate that *the tree planting program provides will achieve 50% tree shading within 15 years to reduce radiation and encourage the reduction of greenhouse gases.*
- f) Concurrent with commercial and retail development, the project applicant shall submit an Energy Conservation Plan that would achieve a minimum 15 percent reduction over 2008 Title 24 energy regulations, or that achieves the requirements of the then-current regulations, whichever is more stringent. The Energy Conservation Plan may achieve the reduction through the use of the following or other measures.
  - Building orientation that takes into consideration circulation patterns, and the timing of sunlight and shade.
  - Efficient lighting and lighting control measures.

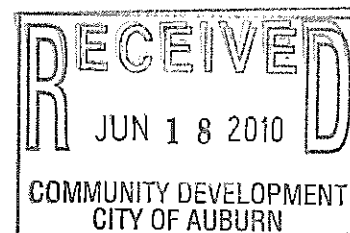
- Use of daylight to provide light.
- Light colored “cool” roofs.
- “Cool” paving materials.
- Light emitting diodes (LEDs) for street and other outdoor lighting.
- Solar or tankless water heaters.
- Energy efficient HVAC systems.
- Water-efficient landscaping.
- Water-efficient irrigation systems and devices.
- Water-efficient fixtures and appliances.
- Restricted watering methods.
- Low-impact development practices to control stormwater runoff.
- Reuse and recycling of construction and demolition waste.
- Low and zero-emission vehicles.



# **Placer County Museums Division**

**101 Maple Street, Auburn CA 95603**

Tel (530) 889-6500 ♦ Fax (530) 889-6510



June 16, 2010

Will Wong  
Director, Community Development Department  
City of Auburn  
1225 Lincoln Way  
Auburn, CA 95603

RE: Baltimore Ravine Specific Plan EIR Comments

Dear Mr. Wong,

We have read Volume One of the Environmental Impact Report for the Baltimore Ravine Specific Plan prepared by PBS&J for the City of Auburn. Specifically, we focused on section 5.4, which addressed Cultural and Paleontological Resources. The conclusions reached by the consulting firm PBS&J regarding the historic Bloomer Cut lack justification and, in our opinion, are not in harmony with applicable preservation laws.

The report states two important facts with which we agree:

1. The Bloomer Cut is eligible for listing on the National Register of Historic Places (NRHP) and the California Register of Historic Places (CRHP)
2. The construction of a bridge over the site could diminish its historic integrity.

The report further states that because "...the project would not materially alter any physical characteristics of the historical resources that convey their historical significance and that justify their eligibility for inclusion in the NRHP and CRHP..." the impacts would be less than significant and mitigation would not be required.

This conclusion disregards one of the most important criteria in the National Historic Preservation Act: "integrity". The construction of a bridge would diminish the site's

11-1

integrity of setting, feeling and association. The National Historic Preservation Act criteria for evaluation states:

*The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association...*

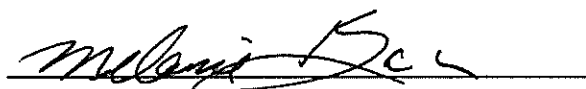
When integrity is compromised, the eligibility of any property for inclusion in the NRHP is in question. Loss of integrity could be interpreted as an adverse effect, which would make the impacts significant and would *require* mitigation. We urge the City of Auburn to engage PBS&J and have them address this issue.

11-1  
(cont.)

Sincerely,



George Lay, President  
Historical Advisory Board



Melanie Barton, Museums Administrator  
Placer County Museums Division

## LETTER 11: George Lay, Placer County Museums Division

### *Response to Comment 11-1*

Section 5.4, Cultural Resources, of the Draft EIR addresses effects on Bloomer Cut associated with the proposed new bridge. Resource integrity was considered in the EIR analysis of potential project impacts on Bloomer Cut. As stated on page 5.4-34 of the Draft EIR, it was determined that the construction of a bridge across Bloomer Cut could diminish the integrity of the resource's integrity of setting. However, it is the professional opinion of PBS&J's senior architectural historian and historian, both of whom who meet the Secretary of the Interior's Professional Qualifications Standards for their respective disciplines, that the proposed bridge would not cause a substantial adverse change in the significance of the historical resource, as defined in CEQA Guidelines section 15064.5. Because the bridge would not result in a significant effect on the environment as determined under CEQA, the impact is considered less than significant.

While the Draft EIR acknowledges the historic setting of Bloomer Cut is exceptionally well preserved, it is the physical features of the cut (i.e., the hand-hewn walls and the railroad tracks that extend through the cut) that define the resource and convey its historic significance. As stated in U.S. Department of the Interior, National Park Service Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, to retain historic integrity:

It is not necessary for a property to retain all its historic physical features or characteristics. The property must retain, however, the essential physical features that enable it to convey its historic identity. The essential physical features are those features that define both why a property is significant and when it was significant. They are the features without which a property can no longer be identified as, for instance, a late-nineteenth-century dairy barn or an early-twentieth-century commercial district.<sup>1</sup>

With construction of a bridge over Bloomer Cut, the resource would retain its essential physical features that convey its association with the First Transcontinental Railroad. The resource would remain clearly identifiable as a railroad cut, and the proposed bridge would not materially alter any physical characteristics of the historical resource that convey its historical significance and that justify its eligibility for inclusion on the National Register of Historic Resources (NRHP) and the California Register of Historical Resources (CRHR). While the relatively undisturbed setting of Bloomer Cut is a contributing factor to its historic significance, it is not the defining characteristic that conveys its historic identity. Consequently, the construction of a bridge across Bloomer Cut would not meet the CEQA-defined standard of "substantial adverse change in the significance of an historical resource," and the impact would be less than significant.

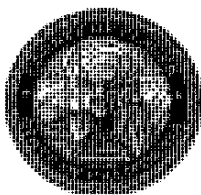
While no mitigation is required for less-than-significant impacts, the Draft EIR includes recommended measures to promote greater public awareness and appreciation of historic-era railroad resources in proximity to the proposed project. Specifically, the Draft EIR recommends that the project applicant install commemorative markers that explain the historic significance of the area

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<sup>1</sup> U.S. Department of the Interior, National Park Service Bulletin 15, How to Apply the National Register Criteria for Evaluation <<http://www.nps.gov/history/nr/publications/bulletins/nrb15/>>, accessed August 16, 2010.

prepared in consultation with a professional historian or other qualified individuals and in coordination with the City of Auburn Community Development Department in close proximity to historic-era railroad resources.





# Placer County Museums Division

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July 23, 2010

Adrienne L. Graham, AICP, Consulting Planner  
Auburn Community Development Department  
1225 Lincoln Way, Room 3  
Auburn, CA 95603



Re: Baltimore Ravine Specific Plan EIR Comments

Dear Adrienne Graham,

The *Cultural and Paleontological Resources* chapter of the *Baltimore Ravine Specific Plan and Study Areas Environmental Report, Volume One* describes several sites that warrant mitigation measures due to potentially significant impacts of the project. According to the authors of the report, Bloomer Cut and the recently discovered mining site labeled BR12H do not qualify for mitigation because the project's impacts on each are deemed to be less than significant.

12-1

We strongly disagree with this conclusion. The *Standards of Significance* section outlined in the report states that impacts on resources are considered significant if the project would "...cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines section 15064.5."

In CEQA Guidelines section 15064.5 a substantial adverse change is defined as:

12-2

Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, **or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired** (emphasis added).

In CEQA Guidelines section 15064.5 a site has been "materially impaired" if a project:

Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources.



The construction of a permanent, modern bridge over Bloomer Cut constitutes substantial adverse change because the physical characteristics of the site would be altered in such a way that its eligibility for inclusion on the National Register of Historic Places or the California Register of Historical Resources would be in question. Integrity is the key criteria in the evaluation of a site's eligibility to the NRHP or CRHR. Once integrity is compromised, a site may no longer be eligible.

12-2  
(cont.)

The demolition of mining site BR12H also constitutes a substantial adverse change. This site was correctly identified by PBS&J archaeologists as a contributing element to a potential historic mining district. But in the *Project-Specific Impacts and Mitigation Measures* section, the report states that the destruction of the site would be less than significant because "...the potential district would retain adequate integrity to be recommended as eligible, even with the loss of the components in Plan Area 1." The report further states that because BR12H is located well to the south of the other sites in the district, its contribution is "less certain".

12-3

The report does not assess the relationship of the mining sites (other than spatially), which consists of mining pits, a road, a canal, adits, a trench and possibly a sluice. Simply to state that BR12H's contribution to the district is less certain because it is further south ignores several other potential associations such as period, method of construction, and geologic environment. BR12H is one of the most complex sites in the district, comprised of 13 mining pits, three adits, a trench, a large drainage and a possible sluice. The report's conclusion that the district would retain enough integrity after the loss of BR12H to remain eligible for inclusion on the NRHP and CRHR is without merit. As it is described in the report, BR12H may be a key contributing element to the district, which, if lost, could severely diminish the integrity of the district. Further, the elements of BR12H described in the report may make it eligible for inclusion on the national and state registers on its own.

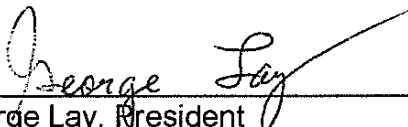
Bloomer Cut and BR12H are two historic sites that will suffer adverse effects as a result of this project. The report concludes that the proposed impacts on each are less than significant, but the impacts, as defined by CEQA, are very significant. The construction of any bridge over Bloomer Cut constitutes a material alteration of its physical character. The size, shape and scope of the site will be irreparably distorted. The destruction of BR12H can only be described as a significant impact. The conclusions reached by the authors of the report regarding Bloomer Cut and BR12H are erroneous and should be reconsidered.

12-4

We ask that the city present the findings in this report to one or more cultural resources consulting firms in the region to gain other professional opinions on the proposed project. We also request that city leaders work closely with PBS&J to mitigate the adverse effects of this project on Bloomer Cut and BR12H.

12-5

Sincerely,

  
George Lay, President  
Historical Advisory Board

  
Ralph Gibson, Program Manager  
Placer County Museums Division

## LETTER 12: George Lay and Ralph Gibson, Placer County Museums Division

### *Response to Comment 12-1*

Please see Response to Comment 11-1 for a detailed response to the concern raised regarding Bloomer Cut. Please see Response to Comment 12-3 for a detailed response to the concern regarding the mining site labeled as BR12H.

### *Response to Comment 12-2*

Please see Response to Comment 11-1.

### *Response to Comment 12-3*

As discussed on page 5.4-25 of the Draft EIR, feature BR12H was recommended as a contributing element to the mining district. It is located well to the south of the other mining features that constitute the potential mining district. Nonetheless, the feature was conservatively included as a contributor to the potential mining district for the purposes of the EIR analysis.

It is the professional opinion of the senior archaeological investigator for the EIR that BR12H does not appear to be individually eligible for listing on the National Register of Historic Resources or the California Register of Historical Resources. BR12H does not include any unique or distinctive features, equipment, or structures (such as those that were identified at the California Mine within the potential mining district) and it is not the best example of a mining resource or the most representative of its kind. Except for CA-PLA-1752H and BR12H, the sites and resources that comprise the mining district are to the northwest of the UPRR tracks. These resources are linked by their close proximity to each other, and by the canal (BR6H) and series of roads (BR7H) that lead directly to the mining resources. The area between I-80 and the UPRR forms the core of the mining district. Resources Ca-PLA-1725H and BR12H are located to the east of the UPRR tracks, approximately 0.25 miles from the other resources in the mining district. In contrast to the other resources, neither CA-PLA-1752H nor BR12H are linked to the other resources via a canal or road system and are well outside of the main area of the mining district. The features that comprise BR12H, include the mining pits, adits, trench, tailings piles, a possible sluice and a large drainage, are features that are not unique to BR12H and can be readily found at the other resources in the mining district and located within the resource boundaries. BR12H is a common mining resource, does not contain any features or artifacts that make BR12H unique.

For these reasons, the potential historic mining district would retain adequate integrity to be recommended as eligible even with the loss of BR12H. Because the loss of BR12H would not substantially alter the integrity of the potential mining district, this impact is considered less than significant.

### *Response to Comment 12-4*

Please see Responses to Comments 11-1 and 12-3.

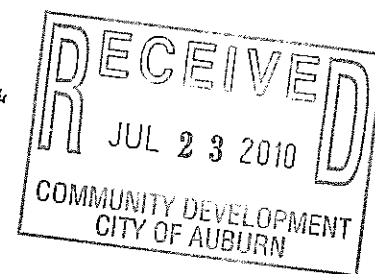
### *Response to Comment 12-5*

The comment does not provide evidence that the report is inadequate. As discussed in Responses to Comments 11-1, 12-1 and 12-3, the cultural resource report was prepared by qualified professionals according to appropriate professional standards.

As discussed in Response to Comment 11-1, the impact on Bloomer Cut would not be significant, so no mitigation would be required.



## PLACER COUNTY HISTORICAL SOCIETY



July 22, 2010

Adrienne L. Graham, AICP, Consulting Planner  
Auburn Community Development Department  
1225 Lincoln Way, Room 3  
Auburn, CA 95603

RE: Baltimore Ravine Specific Plan EIR Comments

Dear Ms. Graham,

The Placer County Historical Society (Society) concurs with the comments made by the Placer County Museums, the Placer County History Advisory Board and the United Auburn Indian Community.

13-1

The Society, in focusing on Volume I, Chapter 5.4: Cultural and Paleontological Resources of the Baltimore Ravine Specific Plan, urges more in depth exploration of the aspects relating to Bloomer Cut, the indigenous people, the Gold Rush era and the early farming and orchards. It seems like local resources were not examined nor carefully explored. For example, the Society, which was incorporated in 1910, has never been approached for comment or information though the Society is frequently asked to comment on other lesser projects within the county with far lesser impact. Very few local resources are cited in the report as references. The Society urges that these be reviewed.

13-2

Clearly, the proposed project in any of its variations is making history. It is the biggest one in the city's history and could be the city's biggest population boost in terms of numbers. Therefore, the Society is urging that the EIR be done more thoroughly.

What is most striking about Bloomer Cut is it basically looks like it did when it was built nearly a century and a half ago. The basic change noted by looking at the earliest photographs and looking at it today is that there are more trees around the site now than then. The current growth of trees, blackberries and other vegetation may obscure many cultural and historic resources and may explain the great difficulty the report investigators had in not locating them. This overgrowth may also obscure locations of some hidden mines that may create later safety issues in development of the property.

13-3

13-4

As I understand it, the reason Union Pacific doesn't want and/or hasn't asked that this historic site be specifically listed on the National Register is that the railroad wants to retain any ability it might have to widen the cut to allow double-tracking at some time in the future.

13-5

As one of the stories goes, because of the difficulties that had to be overcome and the size of the costly project, Bloomer Cut was considered the "eighth wonder of the world" at the time. The Native Sons of the Golden West's plaque at the end of Herdal Drive (on other side safety barrier) notes that.

13-6

It was at Bloomer Cut that the Central Pacific Railroad construction superintendent James Harvey Stobridge lost an eye in the explosion of black blasting powder that took another man's life. Stobridge was quickly back on the job within a day and went on to an illustrious railroad building career that has endured him as a hero among railroad buffs.

The society is troubled by the adequacy of the onsite visits. A more thorough investigation may have located the often mentioned native grinding rocks and other cited objects that couldn't be found.

13-7

Baltimore Ravine is often mentioned as the second ravine explored for gold in this area after French immigrant Claude Chana made his historic discovery on Auburn Ravine on May 16, 1848.

13-8

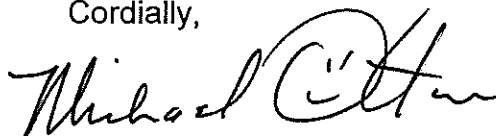
From testimony at the June 13th public hearing before the Auburn City Planning Commission, issues were raised that part of this property may involve sacred burial sites of indigenous people, which would certainly seem to warrant more investigation and potential mitigation.

13-9

I'm sure there are other areas that need exploration but it seems sufficient questions have been raised to warrant a more thorough EIR and a possible environmental impact statement. We join with others in disagreeing with some of the report's conclusions that a number of the project's impacts are not significant.

13-10

Cordially,



Michael Otten, President  
Placer County Historical Society  
10140 Snowy Owl Way  
Auburn, CA 95603-5932  
(530) 888-7837; otten@ssctv.net

## LETTER 13: Michael Otten, Placer County Historical Society

### *Response to Comment 13-1*

Please see responses to Letters 11 and 12 and Public Comments (PC) 21 through 24 from the Placer County Museum and the Placer County History Advisory Board. The United Auburn Indian Community did not provide comments on the Draft EIR.

### *Response to Comment 13-2*

Extensive historic research was conducted for the project site as part of the EIR analysis. The North Central Information Center (NCIC) was contacted to prepare a cultural resource records search for the project site including a ¼-mile surrounding radius. Sources consulted by PBS&J included the Directory of Properties in the Historic Property Data File, the National Register of Historic Places (NRHP), numerous historical resource reports and historic maps, and extensive secondary literature. Archival sources consulted included the California History Room of the California State Library, the California Geological Survey Library, and the California State Railroad Museum Library. While information provided by the Placer County Historical Society would have provided additional background on the history of the project area, the historical research conducted by PBS&J was sufficient to prepare the cultural resource analysis for the EIR. The City's cultural resource consultant reviewed the letters submitted to date, and did not find evidence that would alter the findings of the Draft EIR.

### *Response to Comment 13-3*

The Draft EIR acknowledges that Bloomer Cut's historic setting remains exceptionally well preserved (see page 5.4-11 of the Draft EIR). Please see also Response to Comment 11-1.

### *Response to Comment 13-4*

As stated on page 5.4-28 of the Draft EIR, the majority of the BRSP area has been subjected to an intensive archaeological pedestrian survey, but some areas could not be surveyed due to heavy vegetation or restricted access, and it is possible that undiscovered cultural resources could exist in these areas. Most unsurveyed areas would be designated open space, where archaeological resources, if present, would not be disturbed. For unsurveyed areas that would be subject to development, Mitigation Measure 5.4-3 requires a professional who meets the Secretary of the Interior's Professional Qualifications Standards for Archaeology to conduct a field survey following vegetation clearing and prior to grading, excavation, or other earth-disturbing activities. For any resource encountered in these areas that qualifies as a significant historical resource or archaeological resource, the mitigation measure requires that treatment of the resource follow standard professional procedures, including, but not limited to, avoidance, protection, capping, data recovery, written and photographic documentation, and/or other measures identified in California Public Resources Code section 21083.2.

### *Response to Comment 13-5*

Union Pacific Railroad (UPRR) has indicated that the bridge footings must be setback far enough from the edge of Bloomer Cut to allow for a second track if and when UPRR decided to double-track the line. The City is not aware of any plans for double-tracking at this time.

As the owner of Bloomer Cut, UPRR would be involved in any effort to list the resource on the National Register of Historic Places. The City is not aware of any effort to have Bloomer Cut listed on the National Register.

### *Response to Comment 13-6*

The comment is noted. The Draft EIR provides the historical context for Bloomer Cut, including the involvement of James Harvey Strobbridge (see page 5.4-5 of the Draft EIR), and identifies Bloomer Cut as a historically significant property that appears eligible for listing on the NRHP and CRHR.

### *Response to Comment 13-7*

Extensive historic and pre-historic research was conducted for the project site as part of the EIR analysis. Archival research was conducted by PBS&J historian Steve Smith. Sources consulted included the California History Room of the California State Library, the California Geological Survey Library, and the California State Railroad Museum Library. The Native American Heritage Commission (NAHC) was also contacted to search its sacred lands database to determine whether any Native American cultural resources were previously identified either on or near the project site. The NAHC response letter stated that the sacred lands database failed to indicate the presence of Native American resources in the immediate project area. The NAHC letter included a list of Native American organizations and individuals who may have knowledge of cultural resources in the project area. The NAHC identified three Native American contacts for the project. As requested by the NAHC, letters that included a brief description of the project and a project map were sent to each organization/individual identified on the NAHC list. The NAHC also requests that follow-up phone calls be made to the Native Americans if no response is given. Follow-up telephone calls were made on November 2, 2007.

PBS&J staff also conducted a reconnaissance survey of the site, an intensive archaeological pedestrian survey of the site, and invited representatives from the United Auburn Indian Community (UAIC) to visit the site. The City of Auburn contacted the UAIC in December, 2007 to introduce the BRSP project and obtain UAIC input on Native American resources on the project site. Of particular interest to the City was UAIC input on site CA-PLA-119, a previously recorded protohistoric village site that is described in this report. On September 12, 2007, PBS&J Archaeologist Denise Jurich spoke via telephone with Yolanda Chavez, Cultural Resource Specialist with Analytical Environmental Services (AES), the UAIC's environmental consultant. Ms. Jurich explained the proposed project and expressed an interest in an in-field meeting with any interested tribal members. Ultimately, a meeting with representatives from the UAIC, the City of Auburn, and PBS&J staff was scheduled for October 14, 2007. Two representatives from AES, Dr. Shelley McGinnis and David Zweiz, attended the meeting. At the conclusion of the meeting on March 3, 2008 in-field meeting with



Ms. Jurich, AES staff, and UAIC representatives was tentatively scheduled for January 2008. On January 18, 2008, Ms. Jurich met three cultural resource specialists from AES, Dr. Shelley McGinnis, Mike Taggart, and Yolanda Chavez. Ms. Jurich showed the AES staff the area where the village site was believed to have been located. Dr. McGinnis stated that AES was conducting an interview with tribal members regarding the area and she expressed interest in returning to the area with tribal representatives at a later date. On February 19, 2008, Ms. Jurich and Ms. Adrienne Graham, a consultant retained by the City of Auburn for the current project, met with Ms. Chavez, Mr. Taggart, and two Native Americans: Allen E. Adams, and Grayson Coney. Mr. Adams is a UAIC Tribal member. Mr. Coney is not a member of the tribe, but he grew up around Auburn and is the Cultural Director of the Tsi-Akim Maidu Tribe in Grass Valley. Together, the group spent the day at the project site. A large segment of the southern portion of the project site and one location in the northern portion of the project site were examined for localities that had certain characteristics that Native Americans would have favored, such as areas of higher ground which drain well, localities with good exposure, and locations with access to a near-by water source. Mr. Coney identified six localities of concern. The areas of concern were related to the possible location of CA-PLA-119 as well other areas that might have been suitable for Native American habitation.

During the surveys and site visit special care was taken to investigate, to the extent possible, all boulders and bedrock surfaces that might have been used as grinding locales. Site CA-PLA-119, a protohistoric village site named Opule (translated as “many rock”) has been reported to be near Bloomer Cut. The site location is based on the recollections of local Native Americans and has been described as a village with bedrock mortars; however, the site has never been precisely located by archaeologists or Native Americans. PBS&J archaeologists and local Native Americans visited this area specifically looking for any signs of a village site. This area has been extensively disturbed. Many of the large boulders had been moved and overturned during development of the area and the underside of those boulders could not be viewed. PBS&J archaeologists and Native Americans walked both sides of Bloomer Cut, looking for artifacts and features. All rock outcrops were examined for signs of use as mortars. No grinding surfaces or any Native American artifacts were observed by the Native Americans or professional archaeologists. An associate of the UAIC identified two areas (one outside of the project site) that could be CA-PLA-119. Mitigation Measure 5.4-2 requires that this potential site be subjected to additional investigation before it is disturbed by the project. Prehistoric sites outside of the study area were not part of the study and were not evaluated because they would not be disturbed by the project.

### ***Response to Comment 13-8***

The information provided in the comment regarding Baltimore Ravine is noted.

### ***Response to Comment 13-9***

As noted above in Response to Comment 13-7, PBS&J contacted the Native American Heritage Commission (NAHC) during research of the project site. The NAHC has no record of any sacred lands in the project area. PBS&J also contacted the Native Americans listed with the NAHC. None of the individuals provided specific information regarding any known burial locations. The project area was inhabited during prehistoric and historic-period times, and buried human remains, including

those interred outside of formal cemeteries, could be located on the project site. Mitigation Measure 5.4-6 in the Draft EIR describes the procedure that would be required to be followed in the event human remains are encountered during site disturbance.

Please see also Responses to Comments PC-28 through PC-33 from Mr. Otten which addresses comments raised at the July 13 Planning Commission hearing.

### *Response to Comment 13-10*

Environmental Impact Statements (EIS) are prepared for federal projects that could have adverse effects on the environment. The proposed project does not involve federal funding or any federal actions at this time. Therefore, an EIS would not be appropriate or necessary.



## **SARSAS (Save Auburn Ravine Salmon and Steelhead) Inc.**

**Mission Statement:** to return salmon and steelhead to the entire length of the Auburn Ravine

July 22, 2010

Adrienne L. Graham, AICP, Consulting Planner  
City of Auburn - Community Development Department  
1225 Lincoln Way, Rm 3  
Auburn, CA 95603  
Phone: 916-206-0135  
Fax: 530-885-5508  
[algraham@surewest.net](mailto:algraham@surewest.net)

### **Regarding: Baltimore Ravine Specific Plan**

Section 5.7 Hydrology and Water Quality states on page 3 that, "Stormwater runoff currently leaves the project area at seven separate locations as shown in Figure 5.7-3. Sheds A through E drain to the north toward culverts underneath I-80, and then onto Auburn Ravine, while Sheds F and G drain to the south and make up the headwaters of Dutch Ravine, which flows west/northwest, and eventually empties into Auburn Ravine approximately seven miles to the west. Runoff feeding these discharge points originates both onsite and offsite from developed areas east of Auburn-Folsom Road to the east (Sheds B and G)"

14-1

SARSAS efforts to restore salmon and steelhead to Auburn Ravine have been negatively impacted by the ongoing violations of the Auburn Waste Water Treatment Plant permit and by storm water runoff into Auburn Ravine from the impervious surface areas within the City of Auburn. This EIR does not show any proposed mitigation to the negative impacts resulting from the increase of either waste or storm water impacts on Auburn Ravine which will occur as a result of the City of Auburn approval of this development as proposed.

14-2

Because the Central Valley Steelhead population is listed as threatened and has been identified in large numbers in Auburn Ravine, (See Auburn Ravine Coon Creek Ecological Restoration Plan), and because fall run Chinook salmon populations are in a state of collapse, this project as proposed will have a negative impact on both populations of fish.

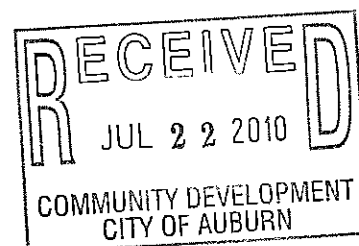
The reduction of impervious surfaces on the project site would be one way of reducing these negative impacts. The use of decomposed granite or other permeable surfaces instead of pavement in areas where that application is possible should be required. Use of cisterns and catchment basins should also be required to minimize run-off.

14-3

Until the City of Auburn has worked out the necessary arrangements to hook up to the regional waste water treatment plant in Lincoln we do not believe that more sewerage should be channeled to the current Auburn WWTP.

14-4

Scott Johnson (member of SARSAS board of directors)  
15215 Bancroft Road  
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530-878-1566  
[scottj@johnsonpianoservice.com](mailto:scottj@johnsonpianoservice.com)



*Jack L. Sanchez Volunteer Coordinator P.O. Box 4269 Auburn, CA 95604 530-888-0281*

[www.sarsas.org](http://www.sarsas.org)



## LETTER 14: Scott Johnson, Save Auburn Ravine Salmon and Steelhead, Inc.

### *Response to Comment 14-1*

The comment reiterates information contained in the Draft EIR in Section 5.7, Hydrology and Water Quality. The comment does not raise any concerns that require a response.

### *Response to Comment 14-2*

The comment raises a concern that ongoing violations at the Auburn Wastewater Treatment Plant and stormwater runoff from the City of Auburn have negatively affected the protected fish species in Auburn Ravine. As required by CEQA, the EIR only evaluated environmental effects associated with construction and operation of the proposed project and not existing development within the City of Auburn.

Regarding wastewater flows, at full project buildout the proposed project would generate approximately 0.18 million gallons per day (mgd) that would require treatment at the Auburn Wastewater Treatment Plant, as discussed under Impact 5.10-6 on page 5.10-25. Combined with existing flows there is currently adequate capacity to serve buildout of the full project. The Auburn Wastewater Treatment Plant is currently undergoing improvements to meet the requirements of the Central Valley Regional Water Quality Control Board effluent discharge requirements in order to comply with the City's NPDES permit. The improvements are planned to be completed by the end of 2010.

As discussed in Impact 5.10-7 on page 5.10-26 of the Draft EIR, the WWTP would need to be expanded in the future to accommodate wastewater from new growth in the City with or without the proposed project. Mitigation Measure 5.10-7 requires that the proposed project pay its fair share towards improvements to the WWTP needed to accommodate future growth.

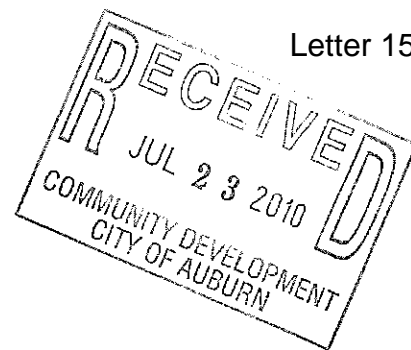
### *Response to Comment 14-3*

In regards to the concern associated with stormwater runoff, the project has been designed in accordance with the City's Municipal Code which requires that new development include adequate storm drainage facilities. As discussed in the Draft EIR on page 5.7-15, a site-specific study was prepared by UBORA Engineering to estimate existing storm runoff and proposed project runoff. Based on this study, the project includes two detention basins in Plan Area 1 and three detention basins in Plan Area 2. The detention basins would reduce project stormwater runoff to 90 to 100 percent of pre-project (existing) flows. The storm drain system would collect stormwater flows from impervious surfaces (i.e., roads, driveways, parking areas, sidewalks) and convey them to the detention basins to reduce flows into Auburn Ravine.

### *Response to Comment 14-4*

There are no plans at this time for the City of Auburn to connect to the Lincoln Regional Wastewater Treatment Plant. As discussed on pages 5.10-21 and 5.10-22 of the Draft EIR, the City is implementing improvements to the WWTP in order to meet Regional Water Quality Control Board standards.

July 23, 2010



Adrienne L. Graham, AICP, Consulting Planner  
Auburn Community Development Department  
1225 Lincoln Way, Room 3  
Auburn, CA 95603

RE: Baltimore Ravine Specific Plan

Dear Ms. Graham:

I offer the following comments on the proposed Baltimore Ravine Specific Plan:

- |    |   |      |
|----|---|------|
| 1. | I, and many of the residents on Oak View Terrace, continue to have serious concerns regarding Herdal Drive's designation as the primary entrance and exit to the project. This street is totally incapable, even with improvements, of handling the increased traffic to be generated by this development.  | 15-1 |
| a. | Specifically, making a left turn from del Valle onto Herdal during commute times will be near impossible.   | 15-2 |
| b. | A stop sign at the intersection of del Valle and Herdal seems inappropriate but would serve to allow access to Herdal by residents living on Oak View Terrace.  | 15-3 |
| c. | As the later phases of the project may or may not ever be developed, and the developer long gone, it is unlikely that the second access close to I-80 will ever function as intended. The proposed route will be very inconvenient to all but a few residents within the development.   | 15-4 |
| d. | If a fire were to happen in the Baltimore Ravine area, we will see something quite similar to the Oakland Fire a few years where traffic was snarled as residents attempted to flee the flames and emergency response vehicles attempted to enter. I would think this is unacceptable to not only the City of Auburn but to the Fire Department as well.  | 15-5 |
| e. | No amount of re-striping of Auburn Folsom Road in the area of Herdal Drive will provide enough surface area to handle the increase in vehicular traffic. We will see people running red lights and cutting through retail establishments in order to avoid the many light changes it will take to exit off Auburn Folsom onto Herdal.   | 15-6 |
| f. | There appears to be no plans to modify the 'hump' on Herdal in the area of del Valle. This hump is a visual barrier to cars existing out of the southern most retail establishment. You cannot see cars coming up Herdal from Norman Lane until you've pulled out onto Herdal Drive. An additional 790 homes and the corresponding vehicular traffic will obviously exacerbate this problem to an unacceptable level. | 15-7 |

## Baltimore Ravine Specific Plan

July 23, 2010

Page 2

2. Another area of concern is the developer's unwillingness to fully consider and analyze other points of entry and exit into the development.
  - a. There was an easement, held by the City, behind the park that would have allowed for another way into Baltimore Ravine. Why did the City give that up?
  - b. Grand Oaks was once considered another way into the development. Why did the City give that up?
  - c. What is wrong with extending Pacific Street into the development? This route would seem to impact the fewest *existing* residents.
  - d. Such an important feature of this development should not be decided on cost alone. The answer is not necessarily because "it costs too much to develop." The answer should be based on what is best for the *current* citizens of Auburn; not just the *future* citizens of Auburn. The City Council represents the current citizens of Auburn. Most of these citizens don't want this project; they especially do not want it to impact their daily lives. Anyone who lives in South Auburn will have their current standard of living negatively impacted due to this development. It would seem appropriate to mitigate these impacts to the best extent possible. I do not see that being offered or addressed adequately in the EIR.
3. As I mentioned during the public hearing in front of the Planning Commission, I do not believe the traffic analysis done on Auburn Folsom Road portrays an accurate description of 'the real world'. I believe a traffic count was done during spring break so no school was in session, which would certainly impact the number of vehicle trips included in the report. Also, the fact that most Alta Vista Elementary students are now attending Skyridge and the corresponding vehicle trips by parents dropping off and picking up their children were not accounted for in the report.
4. I believe this is only the third specific plan for the City of Lincoln. Most City staff and members of the council and commission were not around for the prior two. In addition, the other specific plans were not for residential development. This is *huge* for the City of Auburn. This represents a holistic change to what Auburn is known as today. Our quaint, friendly, historical mining town will become congested and cease to impart what makes it the unique place it is.
5. Auburn Folsom Road will become the major arterial in the area making Highway 49 seem to be a pleasant drive compared to Auburn Folsom Road.
6. The City hopes to realize a tax base from this development. The amount of revenue generated from a project such as this is insubstantial.
7. There were many comments made regarding the native American cultural challenges and findings on the property. It appears these were not adequately addressed either.



Baltimore Ravine Specific Plan  
July 23, 2010  
Page 3

8. While many appreciate the efforts made by the developer to listen to various concerns, I don't believe the majority will be satisfied with what has been proposed.

15-14

I urge great caution by the City Council as they ponder what is, and would be, the biggest residential development in the history of Auburn. Decisions made today will affect Auburn forever. This is not a decision to be made quickly and not one to be pushed by the developer. The Council represents the people who are here today. Listen to them, please.

15-15

Regards,



Cathy Allen  
11115 Oak View Terrace



## LETTER 15: Cathy Allen

### *Response to Comment 15-1*

Please see Response to Comment 15-2.

### *Response to Comment 15-2*

The Draft EIR and its traffic study specifically address peak hour traffic conditions at the intersection of Herdal Drive/Del Valle Drive based on operating Level of Service (LOS). At intersections controlled by side street stop signs, the LOS is predicated on the length of delays experienced by motorists waiting to turn onto the main street (refer to Table 5.11-1 on page 5.11-13 for typical characteristics). Table 5.11-7 on page 5.11-17 identifies the current LOS at the intersection, which is LOS A during both the a.m. and p.m. commute periods. Development of the BRSP would increase the volume of traffic passing through the intersection, as illustrated in Figures 5.11-8, 5.11-10, 5.11-12 and 5.11-14. However, as shown in Table 5.11-16 on page 5.11-45, and Table 5.11-17 on page 5.11-46, development of the project would not result in conditions in excess of LOS C. The minimum standard adopted by the City of Auburn is LOS D. Thus, while residents would have to wait longer to turn onto Herdal Drive from Del Valle Drive after the project is developed, the intersection would meet City standards, and it would be possible to make left-turns from Del Valle Drive onto Herdal Drive.

### *Response to Comment 15-3*

This comment discusses the effect of an all-way stop, which is an alternative form of traffic control that has been discussed for the Herdal Drive/Del Valle Drive intersection, but is not proposed by the project or required as mitigation in the Draft EIR. Decisions with regards to installation of traffic control devices are made by the City of Auburn with consideration of guidelines contained in the California Manual of Uniform Control Devices (CMUTCD). Section 2B.07 of the CMUTCD notes that all-way stop controls are used where the volume of traffic on intersecting roads is approximately equal and further describes volume criteria for installation of all-way stops. In this case, the volume of traffic on Del Valle Drive is much less than that forecast for Herdal Drive. Thus, while an all-way stop would reduce the length of delays for Del Valle Drive motorists, it could increase delays for traffic on Herdal Drive. An all-way stop is not recommended at this time, but as with all intersections throughout the city, the City of Auburn will monitor future traffic conditions and evaluate the need for traffic controls as conditions dictate.

### *Response to Comment 15-4*

No more than 75 units would be permitted in Plan Area 1 prior to the completion of the Herdal Werner Connector. The Connector is intended to provide a secondary access for Plan Area 1, but is not expected to divert substantial Plan Area 1 traffic away from Herdal Drive. As shown in Figure 5.11-6a of the Draft EIR, the traffic analysis assumes that 100 percent of Plan Area traffic (2,150 daily trips, as shown in Table 5.11-12) would use Herdal Drive. At buildout of the full BRSP, 60 percent of project trips (approximately 6,600 daily vehicles) would use Herdal Drive. Thus, if later

portions of the project (e.g., Plan Area 2) do not develop, there would be fewer trips on Herdal Drive than if the full BRSP develops.

### *Response to Comment 15-5*

The “Tunnel Fire” of 1991 in the Oakland Hills was the event that created significant changes not only in fire safety for communities but overall emergency responses throughout the entire state of California. Key fire safety issues focused on water supply, ignition resistant construction, access, egress/ingress, fire hazard severity zones, and fuel modification for wildfire safety. All of these key issues resulted in legislative changes that have been incorporated into State Standards required to be incorporated into local standards and ordinances to meet potential risks associated with wildfire at the local level. The City of Auburn has incorporated such standards by ordinance into the Municipal Code that meet and or exceed State requirements due to the vulnerability of the community to wildfire.

The specific area of concern as stated in this comment relates to access with emergency vehicles entering an emergency situation while civilians exit/retreat from that same emergency situation. Access for egress and ingress during the Oakland Hills event was inadequate in many instances. The inadequacies included narrow roads, dead end roads, lack of turnouts and turnarounds, and steep grades. In many cases the only way out was the only way in for emergency. For the proposed project, all of these inadequacies have been addressed through application of code and ordinance requirements. In most instances the requirements as set forth by the City exceed the requirements as set forth by the State, such as road width (traffic lanes greater than 9 feet in width); grades (not to exceed 15 percent, turnarounds); having a radius of 48 feet or greater, and the requirement of a true “Emergency Access”; and non-gated two way traffic use in the event of an emergency on an “all weather” surface. The road system for the proposed project has been designed to allow two ways out as well as two ways in, in addition to the “Emergency Access” for a total of three access points. The “looping” road system provides for continuous traffic movement to one of the three means of egress while providing a means of ingress for emergency resources. Also required along all access ways is fuel modification; reduction of flammable vegetation along roadways of which would add an additional element of safety in the time of need. These access requirements in conjunction with water supply, ignition resistant construction, and fuel modification programs would greatly reduce the risk of wildfire destruction to the proposed project and is within Auburn City Standards, which in some cases exceed state standards.

### *Response to Comment 15-6*

Mitigation Measure 5.11-1 on page 5.11-59 requires the project proponent to improve the Auburn-Folsom Road/Herdal Drive intersection. This improvement would take the form of re-striping the eastbound Herdal Drive approach to provide a separate left turn lane. No changes to the striping on Auburn-Folsom Road at this intersection are required.

The extent to which motorists must sit through more than one traffic signal cycle can be equated to the projected Level of Service, as noted in the discussion on page 10-16 in Chapter 10 of the Highway Capacity Manual. When the Level of Service is good (i.e., LOS A or B) many motorists do

not stop at all and motorists are rarely required to sit through more than one traffic signal cycle in order to clear the intersection. When conditions reach LOS C some motorists on selected approaches may occasionally sit through more than one cycle (i.e., cycle failure). At LOS D, congestion becomes more noticeable, many vehicles stop and individual cycle failures become more noticeable. When LOS E is reached, motorists frequently sit through more than one signal cycle.

With the prescribed mitigation measures, the LOS at the Auburn-Folsom Road/Herdal Drive intersection under Existing Plus Area 1 and 2 conditions is LOS B in the a.m. peak hour and LOS D in the p.m. peak hour. Both conditions satisfy minimum City of Auburn standards. As noted above, motorists would rarely if ever sit through more than one signal cycle in the a.m. peak hour but may sit through more than one cycle during the p.m. peak hour.

### *Response to Comment 15-7*

In August 2009, Uhora Engineering & Planning performed a sight-distance analysis for the existing intersections along Herdal Drive. Included in this analysis was the driveway exiting the commercial property located on the southwest corner of Herdal Drive and Auburn-Folsom Road (i.e., the former "Starbucks driveway"). The analysis found that at each intersection, the minimum required stopping sight-distance (150-feet for a 25 mph design speed) is met or exceeded. The analysis also found that at the "Starbucks driveway", minimum stopping sight-distance is available. The analysis suggested that minor pruning of frontage landscaping could further improve site distance, but a recent assessment by the City Engineer concluded that such pruning was not necessary.

### *Response to Comment 15-8*

The Herdal Drive access is part of the circulation plan proposed by the BRSP, and as such is evaluated in the Draft EIR. The Draft EIR analyzes the project as proposed, and does not evaluate options or alternatives, except in Chapter 7, Alternatives, which identifies alternatives that would reduce or avoid significant impacts of the proposed project. The Draft EIR evaluates the effects of extending Herdal Drive, including increased traffic on Herdal Drive and noise at adjacent residences. The Draft EIR does not identify significant and unavoidable impacts specific to the Herdal Drive entrance to the project, so there was no need to include different access options in the alternatives analysis. Nonetheless, several alternative access options, including Pacific Street, were briefly addressed (see pages 7-4 through 7-7 of the Draft EIR).

Regarding the easement behind the park, on October 11, 1968 the City of Auburn deeded to the Auburn Area Recreation and Park District (ARD) roughly 23 acres of land on Recreation Drive. Today that land is developed with Recreation Park and includes a multi-purpose building, pool, two ball fields, volleyball, children's play areas, passive park area, and recreation district maintenance facilities. The action to deed the land to ARD reserved two public easements for the City for future rights-of-way. The first included Recreation Drive extending south 1,200 feet from Racetrack Street, while the second was a roughly 550 foot long easement extending eastward from the southern terminus of Recreation Drive through Recreation Park to the railroad easement near Auburn-Folsom Road.

On March 14, 1977, the Auburn City Council passed Resolution 77-27, vacating the easements referenced above. After receiving comments from “many interested citizens” as part of an overflow crowd, the City Council found that: 1) the street easements were unnecessary for present or prospective street purposes; 2) that the streets would increase traffic through Recreation Park, thereby increasing hazards for playing children and other park users; 3) that the area to the southwest of the Park has other present and potential accesses; and 4) that the establishment of streets on the easements would unreasonably overburden key streets in the area with increased traffic.

There was never an easement or right-of-way from the Grand Oaks project to the plan area, so this access alternative was never “given up” by the City. In some of the previous planning proposals and studies, an access point from Indian Hill Road through the area now occupied by Grand Oaks was shown as one of a number of possible ways of providing access to the Urban Reserve. The planning proposals were not adopted. Once the Grand Oaks subdivision was constructed that access became infeasible because it would require the removal of existing development.

Cost is only one consideration when assessing the possible ways to provide access to the Urban Reserve. As discussed on page 7-7 of the Draft EIR, using Pacific Street to access the proposed project would require substantial fill to create a 30-foot high roadway embankment, a bridge 150 to 200 feet long to span the railroad tracks and two bridges across the ravines. In addition to being more costly, this access would have greater impacts on visual and biological resources than the proposed Herdal Drive extension and would require acquisition of approximately 1,000 feet of right-of-way.

The Draft EIR addresses those “quality of life” issues that are related to environmental effects, including visual resources (Section 5.1), air quality (Section 5.2), biological resources (Section 5.4), noise (Section 5.9), public services (Section 5.10), traffic (Section 5.11) and utilities (Section 5.11). Where an impact is identified that would exceed the standard of significance, mitigation is recommended. Ultimately, the Planning Commission and the City Council, as the elected representatives of the City’s residents, would determine whether the benefits of the project would outweigh the environmental costs, and would document those benefits in a Statement of Overriding Considerations, which must be adopted before action can be taken on the proposed project.

### *Response to Comment 15-9*

Weekday a.m. and p.m. peak hour traffic counts were taken at study intersections. Appendix N to the Draft EIR contains the results of these traffic counts. As noted in the Draft EIR on page 5.11-10, counts were taken in October 2007, December 2007, July 2007 and October 2009. Schools were in session in October and December. Counts at two intersections were taken in July 2007 when schools would not be in session. These counts were at Herdal Drive/Del Valle Drive and Herdal Drive/Quinn Way, as noted on page 5.11-13. The a.m. peak hour counts at these intersections were adjusted upwards to account for the seasonal effects of school traffic at these locations.

CEQA does not require that the Draft EIR analysis be continually updated to reflect changes in the environment over time. Generally, the description of the physical environment reflects conditions at the time that the Notice of Preparation is released (CEQA Guidelines Section 15125(a)). For the

BRSP, the Notice of Preparation was released in December 2007, and the traffic counts conducted in 2007 would be reflective of that period. Additional counts were conducted where necessary to support or refine the traffic analysis. This included a count conducted at the Maidu Drive/Auburn-Folsom Road intersection in 2010 due to the closure of Alta Vista Elementary School.

Changes have occurred to many Auburn area schools over the past few years, with some schools closing or converting and others changing enrollment boundaries. In this case, Skyridge Elementary School is located in the study area off Maidu Drive east of Auburn-Folsom Road. The Placer Union School District reports that the enrollment at Skyridge Elementary was 480 students in 2007. With changes to community demographics, including the conversion of Alta Vista Elementary School in 2008, the enrollment at Skyridge rose to 660 in the 2009-2010 school year.

The operation of Skyridge Elementary School with a greater number of students could have an effect on the volume of traffic on study area roads, particularly during the a.m. peak hour. At the average trip generation rate reported by the Institute of Transportation Engineers (ITE) an additional 180 students could result in 81 more trips (i.e., 45 more trips to and 36 from the school) than were occurring in the 2007 a.m. peak hour when the traffic counts were taken. A total of 27 trips (13 inbound and 14 outbound) would be expected during the p.m. peak hour.

Regional access to Skyridge Elementary is via Maidu Drive. New students previously attending Alta Vista Elementary could travel to Skyridge via local streets such as Carolyn Street, Poet Smith Riverview Drive and Katherine Way, but most of the increase would be expected on Auburn-Folsom Road.

To determine whether school traffic could be an issue a new a.m. peak hour traffic count was taken at the Auburn-Folsom Road/Maidu Drive intersection when local schools were in session. The total peak hour volume in 2010 was 1,353 vehicles, which was lower than the volume in 2007 when 1,475 vehicles were counted (reduced traffic volumes are not unusual since the economic recession). Because the overall volume has been reduced, the analysis using year 2007 data continues to represent a conservative assessment of project impacts.

### *Response to Comment 15-10*

The Urban Reserve is the largest contiguous piece of undeveloped land in the City of Auburn, so the BRSP is considered a large project for the City. The plan area has been designated Urban Reserve for master planned development since the late 1970s. There have been prior plans proposed for the Urban Reserve, but none of those plans proceeded through the approval process.

The comment that the proposed project would change the character of Auburn does not address the Draft EIR, but is hereby forwarded to the decision-makers for their consideration. It should be noted that the BRSP is similar in many respects to existing Auburn development. The low density residential designation proposed for the edges of the BRSP is similar to surrounding subdivisions. Buildings with retail uses on the ground floor and residences on the upper floors, such as envisioned for the mixed-use areas within the BRSP community core (future Plan Area 2), is conceptually similar to buildings found in Auburn's Old Town and downtown. The BRSP provides for extensive

open space (about 140 acres, over half of the BRSP area), which would retain much of the existing character of the plan area. The proposed densities in the Study Areas (with 2 acre minimums) would retain the existing large lot residential character.

The BRSP would not result in any physical changes to Old Town, downtown or older Auburn neighborhoods. Most daily project traffic is not expected to travel through these areas, because they are not primary commute routes.

As discussed in Chapter 4, Land Use and Demographics, the proposed project is expected to have a population of approximately 1,850 residents, which would increase the City's population by approximately 13.5 percent over existing levels. The project population would be part of the population growth anticipated for the City as a whole, resulting in a projected population of almost 18,000 by 2035.

For these reasons, the proposed project would not substantially alter the existing character of the City.

There have been two proposed Specific Plans previously prepared for the Urban Reserve, both of which included substantial residential development (in fact more units than proposed in the BRSP) as well as commercial development. The City has not adopted Specific Plans in any other areas of the city.

### *Response to Comment 15-11*

Auburn-Folsom Road is designated an Arterial in the Auburn General Plan. However, even with full occupancy of the BRSP the volume of traffic on Auburn-Folsom Road will remain far below that reported today on State Route 49 (SR 49). While the raw traffic volume is not itself a measure of significance, as shown in Table A below, current volumes on SR 49 would generally be much higher than the Existing Plus BRSP volumes forecast for Auburn-Folsom Road.



TABLE A				
COMPARISON OF PEAK HOUR SEGMENT VOLUMES ON SR 49 AND ON AUBURN-FOLSOM ROAD				
Street	From	To	Peak Hour Volume	
			AM	PM
Existing Conditions				
Auburn-Folsom Rd	Maidu Dr	Herdal Drive	1,225	1,330
Auburn-Folsom Rd	Herdal Dr	Sacramento St (N)	1,180	1,260
Grass Valley Hwy	Lincoln Way	EB I-80 ramps	1,580	1,560
Grass Valley Hwy	WB I-80 ramps	Elm Avenue	2,595*	2,675*
Grass Valley Hwy	Dorothy Way	Marguerite Mine Rd	2,527*	2,482*
Grass Valley Hwy	Live Oak Ln	Luther Rd	2,773*	3,264*
Existing Plus BRSP Plan Area 1				
Auburn-Folsom Rd	Maidu Drive	Herdal Drive	1,225	1,330
		project only	105	130
		Total	1,330	1,460
Auburn-Folsom Rd	Herdal Drive	Sacramento St (N)	1,180	1,260
		Project only	70	85
		Total	1,250	1,345
Existing Plus BRSP Build Out (Plan Areas 1 & 2)				
Auburn-Folsom Rd	Maidu Dr	Herdal Road	1,225	1,330
		Project only	200	520
		Total	1,425	1,850
Auburn-Folsom Rd	Herdal Drive	Sacramento St (N)	1,180	1,260
		Project only	105	135
		Total	1,285	1,395
Note: * SR 49 data from Placer County's Bohemia Center DEIR Source: Kittleson & Associates, Inc. 2010.				

### *Response to Comment 15-12*

The City has identified a number of objectives for the proposed project, which are listed on pages 3-7 through 3-9 of the Draft EIR. Several of these objectives have bearing on financial aspects of the project:

- Create a Specific Plan that is fiscally feasible to develop.
- Ensure that public services and utilities for existing residents are maintained and/or enhanced.
- Ensure that the Specific Plan is self-sufficient and will generate financial resources to fund construction of project-related infrastructure systems, and will support or augment existing facilities and services, at no negative impact to existing residents or rate-payers.

The financial viability of the Specific Plan is important, because the City would not want to approve a plan that could never be developed. In the current economic climate, the project may take longer to build out than it would have in a more prosperous economy, but the BRSP does appear to include a level and mix of land uses that would be financially viable over time, given anticipated growth in the City.

As indicated in the above objectives, the project should generate enough revenue to pay for the infrastructure and services needed to serve project development. A fiscal analysis was prepared by Economic & Planning Systems, Inc. (November 2009), and subject to peer review by Bay Area Economics, to determine whether taxes, fees and other revenue from Plan Area 1 of the proposed project would fully offset the increased costs of providing services to the Plan Area 1. The fiscal analysis concluded that Plan Area 1 would have a short-fall of approximately \$38,000, or \$140 per residential unit.<sup>2</sup> The Development Agreement includes a provision for the payment of the \$38,000 short-fall, which would fully fund the offset, rendering Plan Area 1 revenue neutral. Future Plan Area 2 would be subject to a similar fiscal analysis when its development application is submitted to the City.

An increase in tax revenue is not specifically one of the project objectives, although the proposed project could increase tax revenue directly, particularly sales tax revenue from commercial uses, and indirectly by stimulating economic activity. Typically, residential development (which would constitute the majority of the project development) does not generate a substantial net increase in tax revenue.

### *Response to Comment 15-13*

Please see Responses to Comments 11-1, 12-3, and 13-4, which explain that the cultural resource evaluation was conducted according to accepted professional standards, and adequately evaluate impacts on cultural resources. See also Section 5.4 of the Draft EIR, which contains a thorough analysis of potential impacts on cultural resources.

### *Response to Comment 15-14*

The comment does not address the Draft EIR, CEQA process, or any specifics concerning the project, so no response is required. However, the comment is hereby forwarded to the decision-makers for their consideration.

### *Response to Comment 15-15*

The comment does not address the adequacy of the Draft EIR. Nonetheless, the comment is forwarded to the decision-makers for their consideration and the following response is provided for the readers' and decision-makers information.

The City of Auburn has long-identified the importance of development in southwest Auburn. Over 30 years ago, with the 1977 General Plan, the City recognized the potential for development of the southwest Auburn area and designated the area as Urban Reserve. This designation recognized the importance of planning for the area in a comprehensive fashion by requiring a master plan for future development. The BRSP, if adopted, would serve as the master plan for future development of the Urban Reserve.

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<sup>2</sup> Tim Youmans, Richard Davis & Janelle Santos, Economic & Planning Systems, Inc., Memorandum, November 2, 2009, p. 2.

Over the last 30 years, the south Auburn area (i.e., the area on either side of Auburn-Folsom Road and Indian Hill Road, south of Maidu Drive and west of Shirland Tract) has seen similar development. Since the 1980s, ±700 units (out of over 825 approved units) have been constructed in over 13 subdivisions. In addition, the area has seen the development of 40,000 square feet of office space with additional vacant commercial land available.

While the total number of units proposed in the BRSP is large for a single project, the average density of less than 3 units per acre is consistent with other development in Auburn. The BRSP would take a number of years to build out, and would increase the City's population over existing conditions by approximately 13 percent, which is well within the anticipated growth in residents projected to make up the City's population by 2035.

Regarding the decision-making process, the BRSP and Study Areas project has been subject to public review for several years. The project application was received by the City in 2007, and a Notice of Preparation (NOP) for the EIR was published in December 2007. A scoping meeting was held in January 2008. Subsequently, the BRSP land use plan was revised and a revised NOP was publicly circulated. The BRSP document has been on the City's website since October 2009. The Draft EIR was published in June 2010. The project has been the subject of several public meetings and/or hearings, and tours of the project site were provided to the public, Commission and Council in March through May, 2010. The Planning Commission met on September 21, 2010, to review the project, and is scheduled to take action in November 2010. The City Council would consider the project at some point after the Planning Commission takes action. Given the project history and timeline, the decision making process has not been rushed.



John L. Benbow  
11210 Sunrise Ridge Circle  
Auburn, CA 95603  
530-888-9130

Ms. Adrienne Graham  
Auburn Community Development Dept.  
1225 Lincoln Way, Rm 3  
Auburn, CA 95603

RE: Baltimore Ravine Project: Comment for the Planning Commission

Dear Ms Graham:

As a resident and taxpayer, I oppose the Baltimore Ravine Project as proposed.

16-1

Given the present peak period/occasional traffic volume on Herdal Dr, Auburn-Folsom Rd, and Indian Hill Rd, even a non-professional observer must conclude the "Project" will result in increased congestion. Our norm is not Highway 49 stop and go traffic. This is not merely a quality of life issue; future remedy (whether direct freeway access or new road construction) will be expensive. The cost should not be borne by taxpayers.

16-2

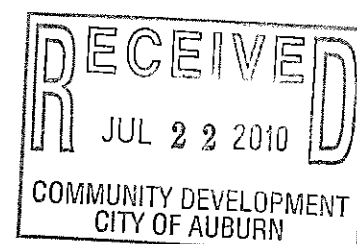
I urge our Planning Commission determine all present and future cost of the project. I request the Commission recover these costs from the developer, up front and before any work is allowed to proceed.

16-3

Thank you for your kind assistance.

Sincerely,

  
John L. Benbow





## LETTER 16: John Benbow

### *Response to Comment 16-1*

The comment does not address the adequacy of the Draft EIR, but is hereby forwarded to the decision-makers for their consideration.

### *Response to Comment 16-2*

Please see Response to Comment 15-11.

### *Response to Comment 16-3*

Please see Response to Comment 15-12 for a discussion of the fiscal analysis, and the revenue-neutrality of the project. Per the Development Agreement, some components of the project will be funded directly by the applicant, others will be funded through payment of fees and/or triggers that occur as development proceeds.





July 15, 2010

Adrienne L. Graham, AICP, Consulting Planner  
City of Auburn - Community Development Department  
1225 Lincoln Way, Rm 3  
Auburn, CA 95603

RE: Baltimore Ravine EIR:

*VC Baltimore*  
Relative to the ~~Auburn~~ Ravine EIR public comments hearing, where I spoke briefly on July 13, 2010, I have further researched the Baltimore EIR and note that it has virtually ignored socio-economic issues to the extent that building 90,000 square feet of mixed use development associated with the residential use component of the development, may cause an environmental impact.

17-1

The only conclusion under cumulative impacts is that the effects cannot be analyzed.

*'The multiplier effect also considers the secondary effect of employee or resident expenditures. Thus, it includes the economic effect of the dollars spent by those employees and residents who support the employees of the project. Increased future employment generated by resident and employee spending ultimately results in physical development of space to accommodate those employees. It is the characteristics of this physical space and its specific location that will determine the type and magnitude of environmental impacts of this additional economic activity. Although the economic effect can be predicted, the actual environmental implications of this type of economic growth are too speculative to predict or evaluate, since they can be spread throughout the City of Auburn, Placer County, and beyond.'*

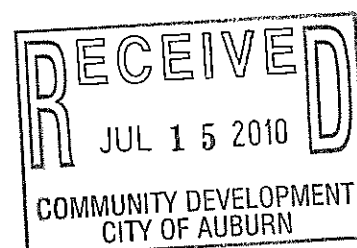
17-2

CEQA requires an analysis of possible socio-economic effects of a project particularly to the extent that is may lead to physical changes such as decay and blight in a community. The EIR refers to shopping elsewhere in Auburn, however ignores the fact that Auburn already is impacted by the recession with resultant vacant retail/commercial space. The EIR ignores the fact that two big box supercenters, a Wal-Mart in the Loomis area is being proposed and also the Auburn Bohemia supercenter, a probable Wal-Mart, is also being proposed, in addition to other projects within the county-controlled Auburn area. The effects of neighboring commercial areas, such as in Auburn and Loomis have not been analyzed. To what extent do possible proposed commercial development scenarios impact the proximate communities, or will the proximate shopping opportunities impact this commercial development? The county generated **Bohemia** EIR analyzes at least two scenarios indicating a siphoning off of existing businesses. A person could assume that the Baltimore commercial area would also experience a siphoning of business toward the existing and proposed commercial opportunities in the Auburn, Penryn, Loomis and Rocklin areas. Resultant decay and blight can ensue and this must be analyzed per CEQA. There are adequate fiscal and other analyses available to Planning for an appropriate EIR evaluation to be made.

17-3

Thus, the EIR socio-economic analysis is completely inadequate and needs further development and recirculation, depending on the analysis findings.

*Victoria Connolly*  
Victoria Connolly  
223 Dairy Rd  
Auburn, CA 95603  
530 887 1005





## LETTER 17: Victoria Connolly

### *Response to Comment 17-1*

The environmental effects of the proposed 90,000 square feet (sf) of mixed-use space in Future Plan Area 2 were analyzed as part of the project throughout the EIR. No socio-economic or urban decay analysis was prepared because the proposed project does not include the type of development that would be large enough or competitive enough to displace substantial numbers of existing retail establishments. In addition, the type of tenants is not known at this time.

The BRSP provides for up to 90,000 sf of mixed-use space, which could be all retail, all residential or a combination of the two. The 90,000 sf would be spread across 4 parcels separated by streets. The BRSP envisions that the areas designated mixed-use would include a combination of residential, retail and office space in various combinations, such as retail stores and restaurants on the ground floor with residences and/or offices on upper floors. The tenants for the mixed-use parcels would depend on the development proposal for Future Plan Area 2 and market conditions.

The mixed-use parcels are not large enough to support a large discount or super-store, such as a Wal-Mart or Costco (which are typically over 100,000 sf). For example, the largest parcel, Parcel 41, could have up to 41,200 sf of mixed-use space. Rather, the retail uses are intended to be primarily neighborhood serving. As such, the mixed-use development would not be expected to compete with existing and future retail uses elsewhere in the region to the extent that there would be extensive store closures resulting in urban decay or blight.

### *Response to Comment 17-2*

The comment refers to the first and second complete paragraphs on page 6-6 of the Draft EIR, which discuss the potential for the project to induce growth. The multiplier effect refers to the mechanism by which a project can induce growth. The primary source of permanent employment attributable to a project is the number of jobs created by new non-residential development. In the case of the BRSP, any retail or office uses in the proposed 90,000 square feet of mixed-use development would require employees. This employment growth would be considered a direct effect of the project. Those employees, along with residents, would then spend their money in the region for goods and services largely provided outside of the project site itself. This increased economic activity could lead to additional employment growth as a secondary effect of the project. As indicated on page 6-6 of the Draft EIR, this employment growth would be dispersed throughout the City and region, and it would be speculative to assign the growth to specific areas. CEQA does not require the evaluation of such speculative effects, or the associated impacts. It should be noted that such effects would be diffused because the indirect employment attributable to the project would be relatively small and would be spread throughout the County and beyond.

### *Response to Comment 17-3*

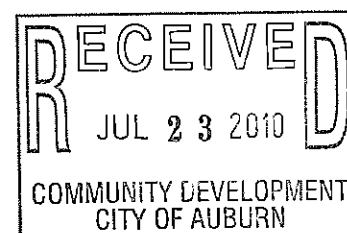
Please see Response to Comment 17-1.



Cecilia Dalton  
P.O. Box 9205  
Auburn, CA 95604

Adrienne Graham, AICP, Consulting Planner  
Auburn community Development Department  
1225 Lincoln Way, Room 3  
Auburn CA 95603

July 22, 2010



Dear Ms. Graham:

I live at 11085 Oak View Terrace in Auburn, and I would like to respond to the Draft EIR on the Baltimore Ravine Specific Plan.

The Draft EIR is inaccurate because it fails to list the presence at the BRSP site of coyotes, bobcats, raccoons, rabbits, skunks and opossums in listing the wildlife present there. It concludes that no mitigation of the effects of the displacement of wildlife from the BRSP is needed. This gives the incorrect impression that the site is lightly populated by wildlife. In fact, the site has a large population of small and medium-sized mammals, which would be displaced by the BRSP project.

18-1

The Draft EIR is also inadequate because it fails to consider the impact on neighboring homeowners of the large-scale displacement of so large a population of wildlife. Specifically, as site preparation and construction forces these animals off the site, they will stray into or pass through the properties of residents adjacent to the site while they are trying to get to their customary migrating routes out of the now-disrupted site. When this happens, there is a high potential for dangerous interactions with humans and pets, as well as damage by these animals to residents' landscaping. These displaced animals are also likely to wander onto the streets next to the BRSP site, some of which are quite busy, which is likely to cause collisions between vehicles and wildlife, causing vehicle accidents and property damage, as well as the unnecessary deaths of trapped, panicked, and confused wildlife. This situation should at least be properly mitigated so that residents next to the site and passing motorists are impacted as little as possible.

18-2

The Draft EIR is also inadequate in that it provides for inadequate mitigation of the effects of increased traffic on Herdal St. The Draft EIR's traffic studies were conducted at Herdal St. at a time when the traffic was artificially low due to a school holiday. The

18-3

Draft EIR also fails to fully consider the impact of the planned use of Herdal St. as the main access point into the development, in light of the great volume of residential and commercial vehicle traffic which will be generated by the number of residences and commercial units contemplated by the project.

18-4

It has been suggested that Herdal St. might be widened to handle the increased traffic, but it lacks enough room on either side for widening enough to handle all the traffic.

According to the 1985 traffic study which dealt with the effects on Auburn traffic of contemplated development of the BRSP site, Herdal St. was designed as a minor residential collector street (see page 9 of that report). While it is a potential access point, it cannot handle the traffic of a principal or sole area access point for the project.

18-5

It would be more appropriate to consider a different site for the principal entry street into the project, possibly the site at the intersection of Auburn Folsom and Pacific Streets. It is true that constructing the necessary bridge over the Union Pacific railroad tracks would be much more expensive at that site, but the site has the available space to provide a more adequate street width and configuration.

18-6

Thank you for considering my responses to the Draft EIR.

Yours truly,

Cecilia Dalton

## LETTER 18: Cecelia Dalton

### *Response to Comment 18-1*

The Draft EIR addresses potential impacts to both protected plant and animal species as well as those common species that are not protected by any federal, state, or regional regulations. Specifically, Section 5.3, Biological Resources, describes the biological resources present in the area and potential habitat; identifies special-status plant, wildlife, and fish species that could occur within the project site; and discusses applicable federal, state, and regional regulations pertaining to protection of plant, wildlife, and fish species. Impact 5.3-8 on page 5.3-35 addresses potential impacts to common wildlife such as raccoons, skunks, coyotes, and rabbits. Bobcats and opossums would also fit into the category of common wildlife discussed in Impact 5.3-8.

As discussed in the Draft EIR, development of the BRSP and Study Areas would displace resident wildlife species. Resident wildlife species are defined by the City to include common wildlife such as deer, wild turkeys, California quail, band-tailed pigeons, and mourning doves. These species are identified in the City's General Plan as important wildlife species. However, the General Plan does not include policies that would restrict development to protect them. Additionally, while the proposed project would result in the displacement of these species, it would not result in a significant decline of their population or their range. These species are known to co-exist with development and move into the undeveloped open space and adjacent areas that have limited development. Further, the project proposes to preserve approximately 141 acres of open space, which would continue to provide habitat for these species.

For the above reasons, impacts to these species are not considered significant and no mitigation is required.

### *Response to Comment 18-2*

During construction, some displaced wildlife may move out of the areas being disturbed. As discussed on page 5.6-28, most of the areas where construction would occur would be separated from existing residences by open space and, in some cases, the 400-foot UPRR right-of-way. The only streets adjacent to or near the plan area are Werner Road, Rogers Lane and Perry Ranch Road, which carry very little traffic. It is anticipated that wildlife would generally migrate to open space areas or the railroad right-of-way, rather than traveling through or to urbanized areas. For these reasons, the project is not expected to result in major collisions with wildlife or dangerous interactions between wildlife and existing residents.

### *Response to Comment 18-3*

Please refer to Response to Comment 15-9 regarding traffic counts.

### ***Response to Comment 18-4***

In urban areas the quality of traffic flow is generally governed by the operation of major intersections rather than the absolute capacity of street segments between intersections. In this case, the Draft EIR traffic analysis addressed operating Levels of Service at the two existing un-signalized intersections on Herdal Drive and at the signalized Auburn-Folsom Road/Herdal Drive intersection. The analysis determined that with identified mitigation these locations will operate at a Level of Service that satisfies City of Auburn minimum standards with full build out of BRSP.

### ***Response to Comment 18-5***

The Southwest Area Access Study (study) for the City of Auburn, Cranmer Engineering (June 1985) was one of several studies prepared in the 1980s that focused on development in the south Auburn area. That study identified alternatives for accessing the Baltimore Ravine area. The study did identify Herdal Drive as a Minor Residential Collector (i.e., 40-foot paved width).

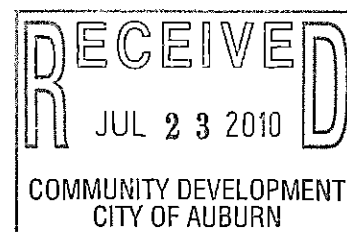
The study suggested the use of minor collector streets to provide access to the BRSP area and considered options for one and no railroad crossings. The study discussed Bloomer Cut access, and identified Oak Street or Herdal Drive as potential access points to what is now Auburn-Folsom Road. The text on page 16 states “it is recommended that the access road be limited to Herdal Drive only or an alternative alignment, as shown in Exhibit 2” (i.e., access Alternative #1). Exhibit 4B notes capacity of the minor collector streets identified under Alternative #1 as 10,000 vehicles per day at LOS C. This capacity threshold would be applicable to Herdal Drive and is greater than the volume of traffic projected for Herdal Drive with development of the BRSP. Thus, no information in the 1985 study contradicts the conclusions of the traffic analysis contained in the BRSP Draft EIR.

### ***Response to Comment 18-6***

Please see Response to Comment 15-8 regarding access options. As discussed in Response to Comment 18-4, Herdal Drive and the associated intersections have adequate capacity to handle the traffic generated by the project.



Michael W. Emmert  
10940 Oak View Terrace  
Auburn, CA 95603  
916.521.2940



July 23, 2010

Adrienne Graham, Consulting Planner  
Auburn Community Development Department  
1225 Lincoln Way, Room 3  
Auburn, CA 95603

RE: Baltimore Ravine Specific Plan Draft EIR Comments

Ms. Graham;

Please register my comments and questions and add them to the multitude of others that I am confident you have received regarding the subject matter.

19-1

My overall comment is that the Draft EIR lacks specifics and transparency by the preparers and is need of significantly more information, clarification, and the completing of numerous half truths so that the citizens of Auburn are told the full story....not just what the developer/applicant and his consultants have thus far told that merely supports what the developer/applicant is proposing in this document and other documents that have been released for public consumption.

19-2

In summary here are my comments and/or questions;

- Section 3.1 – History: This section does not adequately tell the story of Baltimore Ravine and the several alternate access points that have been proposed and been part of the city’s plans from the inception of time when the Baltimore Ravine area was designated Urban Reserve. All of those access points/roads need to be disclosed in this section and the political,

19-3

physical and economic reasons why each one has been removed from the project. Just because the developer/applicant doesn't want to utilize one or more of these access points doesn't mean that they should not be discussed in detail and be chronicled in the history of Baltimore Ravine and buried in the back of Draft EIR as an appendices in Section F. only to be found by those who could stay awake long enough when reading this massive epistle.

19-3  
(cont.)

- The Section which discusses existing improvements and infrastructure is very general in description leaving the half truths scattered though out. A complete and accurate description should be the goal of telling the whole story and allowing the citizens to have a clear and defined picture of what is in existence today and how those improvements will be utilized, if adequate in size, and/or replace or improved upon.

19-4

- On Page 3—8 the first bullet point under Table 3-1 is the following statement relating to goals and objective of the project: *'Create a Specific Plan that is fiscally feasible to develop'*. In reviewing the majority of the entire Draft EIR I found NO evidence that the marketability and economic feasibility of this project is discussed or shared, thus validating this goal. If the goal is truly 'economic feasibility' how are we the citizens of Auburn to know that his project as proposed does indeed achieve this goal? In 2010, total transparency is paramount in all actions taken by the private sector and the public sector of government. Without it, we are being short changed and left wondering how much is this project ultimately going to cost and be a burden on the city and its taxpaying citizens? The Draft EIR as written leaves us guessing. Is the City going to pay for any or all of the cost of the infrastructure through waiver of public fees, subsidies, grants, bonds, loans and/or putting the City's credit rating up in order to sell Mello-Roos Bonds or put up cash to fund the project?

19-5

- On Page 3-9 the first bullet point states: *‘Ensure that the Specific Plan is self-sufficient and will generate financial resources to fund construction project-related infrastructure systems, and will support or augment existing City facilities and services, at no negative fiscal impact to existing residents or rate payers’*. I would tend to believe that ‘everyone’ wants to achieve this as a goal. Yet, I find no evidence anywhere in this Draft EIR that this has been thoroughly and completely examined and documented. I am confident that the Planning Commission and the City Council...and ultimately the citizens of Auburn will want to see the answers and or explanation of how this objective will be achieved....and guaranteed that we will not be on the hook for something after the fact.

19-6
- On Page 3-9 the third bullet point states as a goal or objective: *‘Create a new east/west thoroughfare that improves traffic circulation in the southern portion of the City’*. Please share with us who established this goal or need...as I can find no evidence that this is part of the City of Auburn’s General Plan. There is no evidence supporting that the proposed main road will be more than a feeder street to only those people wanting to get into or out of Baltimore Ravine. For anyone to believe that this proposed road, with all of its turns and intersections, will become a ‘thoroughfare’ is stretching even my imagination as the westerly terminus point is far from any I80 access. Indian Hill Road, along with traveling north on Auburn Folsom Road is more than sufficient to get us to the other side of town.

19-7
- On Page 3-18, it tells us that a 12” water main needs to be installed, but it is silent as to what impact that installation will have on the existing portion of Herdal Drive. What will happen to the existing pavement if one or more trenches are dug in the existing road and what will the road look like after all the work has been completed?

19-8

- On Page 4-15, when discussing Housing Growth it uses SACOG guesstimates of the number of existing houses....when accurate number is available from the Placer County Assessor. Why guess when the actual numbers are available. It also tells us that the project will require that 4% of the homes will be available to Low Income families, 4% for Very Low Income families and 2% for Moderate Income families. There is nowhere to be found a 'real life' analysis of what these means in today's dollars. What level of income, in dollars, qualifies a family to be in each one of these categories'? How much can each one of these family levels afford to pay for a house? Most likely there will be some kind of government subsidy that will allow these families to purchase a house...and if so how much of the tab will we as tax payers have to pay?

19-9

19-10

19-11
- On Page 4-19, housing....the numbers used are SACOG's guesstimates. Why not usual actual numbers....so that we can determine how much growth this BRSP will impact on the number of existing houses. My estimate is about 15%+. The same is true for existing Population numbers. Why can't actual numbers be established? Certainly all of the tools are available in today's world. If the City is going to increase from 5467 homes (SACOG's guesstimate) to 7864 homes by 2035....and the BRSP is going to contribute 725 homes to this number....where in the City of Auburn will another 1625 homes be built in the City?

19-12

19-13
- On Page 5.1-37, it talks only about the extension of Herdal Drive as the only way in and out of BRSP (yes, Werner road is another point, but can only seriously be of minor importance and should NOT be 'spun' in that fashion). No access roads are being proposed as 'alternates' because they have been dismissed as viable alternatives for no apparent reasons as their discussion of such roads gives us no hints as to why they won't work. In fact, they failed to address an alternate road access off of Indian Hill Road opposite Tea Lane....and running underneath the Power Lines running north to BRSP.

19-14

19-15

- On Page 5.2-26, Table 5.2-7 is out of date....and does not provide any knowledge as to the construction of Herdal Drive and the UPRR Bloomer Cut Bridge....as it appears that the developer will have to build these improvements first....unless he plans to enter the Plan Area 1 from the west side....as opposed to the east/Herdal Drive side. I believe that we, the people who back up to the Herdal Drive right-of-way are deserving of a complete and thorough explanation of the pain and inconvenience that will we will suffer physically, emotionally and economically by this proposed road as the main ingress & egress point for Baltimore Ravine 19-16
- On Page 5.2-28, it talks about proximity to the UPRR rail line. Nowhere to found is any knowledge as the number and length and size of trains that traverse the east bound tracks and the west bound tracks since the UPRR increased the heights of their trans-sierra tunnels....which permitted double stacking their train cars...thus needing more engine power to pull the larger loads....and the increase of the number of trains each way on a daily basis. I believe that this subject needs full disclosure as to the existing conditions in 2010. 19-17
- On Page 5.8-4 & 8, it talks about ambient noise levels based on 2007 readings along with tables of information, with one additional reading in February 2010. This section should be totally updated to 2010 readings for all points because of the tremendous increase in train traffic between those years. 19-18
- On Page 5.10, the Public Utilities are discussed with no specifics as to what happens to the existing Herdal Drive. 19-19
- On Page 5.11, it talks about Circulation and the numbers of vehicles that will use the new and existing roadways.....based on the most part by 2007 numbers. The traffic engineer should be required to provide current counts on peak days of traffic when school is in session. 19-20

- The developer/applicant is proposing that 90,000 square feet of retail, office and/or commercial space be developed in Phase 2 of the Baltimore Ravine Specific Plan. What I did not see, or find in the Draft EIR or proposed Specific Plan is market study or feasibility study that would support the need for these kinds of activity. I would suggest that the credible people who have extensive experience in developing this kind of product be consulted to determine if this size and shape of activity has any viability. Evidence around the City of Auburn tells us that there is a large amount of inventory in reasonably good locations with decent exposure and traffic is still you to be filled and it is anyone's guess as to when those projects will be filled.

19-22

- Project Alternatives Section F: The discussion and short explanation as to why all of the other points of access into and out of Baltimore Ravine are dismissed as viable alternatives without a complete and transparent evaluation of the cost is a huge mistake. It is obvious that the developer/applicant doesn't want to explore this alternatives in any depth is because it will have an impact on the fiscal viability of his project. But how much we don't know because, as stated earlier, the goal is set but the numbers are nowhere to be found.

19-23

Ultimately, the citizen's of Auburn and their employees will be requesting full transparency and disclosure and before determining the size, shape, access and costs involved to each and everyone involved and impacted by this proposed project.

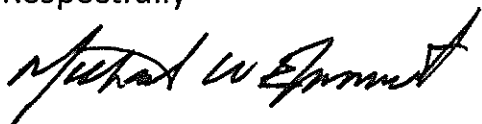
19-24

After almost 3 years of patiently waiting and watching the developer/applicant spend over a million dollars alone with the City of Auburn I expected a better effort in telling us the entire story. Now is the perfect time to take the opportunity to finish what has been started.

Please take these comments and questions into consideration when preceding forward with the final EIR and all other required approvals as outlined in the proposed Specific Plan and Draft EIR.

19-25

Respectfully

A handwritten signature in black ink, appearing to read "Michael W. Emmert". The signature is fluid and cursive, with a large initial "M" and a stylized "E".

Michael W. Emmert





## LETTER 19: Michael W. Emmert

### *Response to Comment 19-1*

Responses are provided to all comments on the adequacy of the Draft EIR analysis received during the Draft EIR review period (June 8 through July 23, 2010) in this Final EIR.

### *Response to Comment 19-2*

The Draft EIR provides a thorough analysis of the potential impacts of the proposed project pursuant to PRC Section 15000 et seq. The Draft EIR is prepared under the auspices of the City of Auburn, as Lead Agency, and was prepared by a consultant under contract to the City of Auburn. Any reports used in the Draft EIR analysis that were prepared by the applicant's consultants were subject to peer review. The Draft EIR is intended to be an objective evaluation of the proposed project, and does not reflect any staff or other recommendations regarding whether the project should be approved.

The EIR properly and completely evaluates the project, determines impacts, and develops appropriate mitigation, as necessary.

The application for the BRSP was submitted to the City in 2007. A Notice of Preparation of an EIR for that proposal was released to the public in December, 2007, and the City held a scoping meeting in January 2008 to solicit initial public comment. Since that time, the project has been amended, and multiple public hearings have been held for different aspects of the project, including the public comment on the Draft EIR held on July 13, 2010. The City has provided public notice for all aspects of the project including multiple Notices of Preparation and all public hearings. The City's website includes a link that includes postings of all notices, reports, and information relating to the BRSP and the BRSP EIR.

### *Response to Comment 19-3*

Please also see Response to Comment 15-8.

### *Response to Comment 19-4*

Within Chapter 3 "Project Description" of the Draft EIR, both the on-site and off-site proposed infrastructure improvements are described. The proposed extension of, and improvements to, existing Herdal Drive are considered off-site improvements and are described in the "Offsite Improvements" section, beginning on page 3-27.

To summarize those improvements:

1. **Roadway:** Herdal Drive currently consists of a 2-lane roadway within a 60-foot right-of-way, extending from Auburn-Folsom Road to Quinn Way (Herdal Drive right-of-way), containing 36 feet of pavement with curb, gutter and sidewalk on both sides. The extension of Herdal Drive is proposed as a "split" roadway (see Figure 3-6 of the DEIR) to be located within the

existing 60-foot right-of-way (Herdal Drive Extension right-of-way). A standard roadway cross-section (similar to existing Herdal Drive) is an alternative option.

2. **Potable Water:** A 10-inch diameter PCWA water pipeline currently exists in the Herdal Drive right-of-way from Auburn-Folsom Road to Quinn Way. To serve the BRSP, a 12-inch diameter PCWA pipeline is proposed to be installed from Auburn-Folsom Road to the project site, within the Herdal Drive right-of-way and the Herdal Drive Extension right-of-way.
3. **Electric & Natural Gas:** Existing electric and natural gas facilities serving the Vista Del Valle neighborhood currently occupy a joint-trench within the Herdal Drive right-of-way from Auburn-Folsom Road to Quinn Way. To serve the BRSP, upgrades to the existing electric and gas facilities are proposed from Auburn-Folsom Road to Quinn Way, as well as extending those facilities to the project site within the Herdal Drive Extension right-of-way.

### *Response to Comment 19-5*

The project objectives identify the desired outcomes of the project, and are used to select and reject alternatives (CEQA Guidelines Section 15124). The project objectives do not in and of themselves have environmental impacts, so they are not analyzed in the Draft EIR.

Similarly, economic feasibility is not an environmental issue (except in those cases where it could lead to urban decay, which would not be the case with the proposed project, as discussed in Response to Comment 17-1). The City is responsible for ensuring that the project is revenue neutral, and had a fiscal study prepared to address that aspect of the project. The applicant will be responsible for creating a successful project. Given growth projected over the next twenty years, even with the recent recession, there should be adequate demand for the amount of housing proposed by the project. The current market will affect the timing of that demand, and consequently the rate at which the project develops. Total demand for housing over decades will not be substantially affected by recent events, particularly given that the plan area is the only large, contiguous undeveloped area in the City.

A fiscal study prepared for Plan Area 1 concluded that Plan Area 1 would result in a \$38,000 short fall (see Response to Comment 15-12). The Development Agreement (available on the City's website) requires the applicant to pay the City this amount in order to achieve a self-funded project. The Development Agreement also includes various fees and mechanisms to ensure that the project is fully self-funded. The City is not providing any waiver of public fees, subsidies, grants, bonds or loans to the project. No Mello-Roos funding is proposed for the project at this time, and the City is not using its credit rating for any source of funding.

### *Response to Comment 19-6*

Please see Responses to Comments 15-12 and 19-5.

### *Response to Comment 19-7*

The General Plan has several goals that speak to improved connectivity in the City's street system, including:

#### Circulation Element

**Goal 1: Provide and maintain a comprehensive, safe, and efficient transportation system.**

**Goal 2: Create a continuous, interrelated street network that is friendly for both vehicular and pedestrian traffic, including, but not limited to, avoiding walled projects, dead-end streets, and barricades.**

#### Policy

2.4 The City shall construct pedestrian and emergency vehicle access where logical connection can be made to existing streets, bikeways, future development or emergency access roads.

#### Safety Element

**Goal 5: Maintain and enhance City emergency services.**

#### Policy

5.7 Open space areas shall be accessible to emergency vehicles.

The proposed project would enhance access and circulation in south Auburn by connecting Auburn-Folsom Road to Werner Road, and by providing a connection from Herdal Drive to Perry Ranch Road.

### *Response to Comment 19-8*

As required by existing City practice, the proposed Development Agreement requires that wherever a road or portion of road is removed to install utility lines, the road will be resurfaced with 2-inch thick pavement across its width (from curb to curb).

### *Response to Comment 19-9*

The demographic information in Chapter 4 of the Draft EIR is used to provide some context for how the project would fit into the community and region now and in the future. Demographic information is provided by the California Department of Finance, and in the case of regional data for the greater Sacramento valley area, by the Sacramento Area Council of Governments (SACOG). To the extent possible, the discussion in Chapter 4 uses the same sources in order to provide consistency. The estimated number of persons or houses may vary somewhat by source, and will change from year to year, but these differences would not substantially alter the evaluation provided in Chapter 4, which is intended to provide an understanding of the magnitude of change in demographics that would result from the project.

Each section of Chapter 5, which evaluates the environmental impacts of the project, documents the existing and future conditions for the resource that is being evaluated. For the most part, the

existing and future conditions described in Chapter 5 are not dependent on the demographic information provided in Chapter 4. For example, the biological resource analysis is based on acreages of habitat present in the plan area, based on assessments of aerial photography and site surveys. Existing conditions for traffic are established by conducting traffic counts.

### ***Response to Comment 19-10***

Please see Responses to Comments 19-9 and 19-11.

### ***Response to Comment 19-11***

As identified in the 2008 update to the Auburn Housing Element, the various income categories are defined by the U.S. Department of Housing and Urban Development (HUD). The Very Low category is for households at less than 50 percent of the area median income, the Low category is for households at between 50 and 80 percent of the area median income, and the Moderate category is for households between 80 and 120 percent of the area median income.

HUD is also responsible for developing, on an annual basis, the area median income for various family sizes according to the different income categories. The annual incomes are adopted by the State and are used for determining eligibility for various housing programs. The median income for a family of four in Placer County was \$71,000 in 2008, and increased to \$72,800 in 2009.

At least 10 percent of the housing in the BRSP will be affordable to very low, low, and moderate-income families. This translates to 27 affordable units for Plan Area 1 (270 units total) and 45 affordable units in Future Plan Area 2 (455 units total), for a total of 72 affordable units. In addition to private funding, developers in the BRSP will have the flexibility to use any number of state and federal programs depending on the nature of the project. The City may also contribute funds to assist affordable projects in the BRSP. These funds would come from the City's Redevelopment Fund, which is separate from the City's General Fund, and is funded by monies the City receives from the State Department of Housing and Community Development (HCD).

### ***Response to Comment 19-12***

Please see Response to Comment 19-9 which address future housing growth estimates provided by SACOG. As stated on page 4-21 of the Draft EIR, it is estimated that the proposed project would increase the City's housing stock (over 2007 levels) by approximately 13 percent, which is a similar number to the one cited by the commentor (15 percent+/-).

### ***Response to Comment 19-13***

Please see Response to Comment 19-9 regarding the data used in the demographics discussion. As indicated in the comment, SACOG estimates that the City will add approximately 2,400 units between 2007 and 2035. If approved, the proposed project could account for up to 790 of these units. The remaining units would be located elsewhere in the City, in areas that are currently

undeveloped, or through reuse and/or intensification of existing development (e.g., the addition of second units to existing homes).

### ***Response to Comment 19-14***

As shown on Figure 3-5 (et al.) of the Draft EIR and explained on page 3-15, there would be two primary access point for the proposed project—Werner Road and Herdal Drive. Initially, Herdal Drive would provide primary access to Plan Area 1, and secondary access would be provided via Rogers Lane. Prior to construction of the 76<sup>th</sup> unit, the connection to Werner Road would be completed. As discussed on page 5.11-31, 40 percent of BRSP traffic (Plan Areas 1 and 2 combined) are expected to use the Werner Road access, and 60 percent are expected to use the Herdal Drive access. Therefore, Werner Road is not of minor importance.

### ***Response to Comment 19-15***

Please see Response to Comment 15-8.

### ***Response to Comment 19-16***

Table 5.2-7 appears in the Air Quality analysis on page 5.2-26 of the Draft EIR, and lays out the assumptions that were used to estimate construction emissions at the time the analysis was conducted. The dates in the table were those dates that were used in the air emissions model, with the results of the modeling shown in Tables 5.2-9 on page 5.2-31. As indicated in the comment, the dates are not accurate, particularly for early phases, which are shown to begin in August 2010. However, changing the dates would not substantially alter the conclusions of the construction emissions model. In fact, the model tends to show more emissions for activities in earlier years, because it assumes technological changes will reduce emissions over the long term. Because the assumptions in the table lead to an overstatement of actual emissions, they provide for a conservative analysis. Changing the dates would likely result in a slight reduction in the emissions estimated in Table 5.2-9, but construction emissions would still be expected to exceed Air District thresholds. Therefore, the conclusions of the Draft EIR in Impact 5.2-1 remain valid.

As shown in Table 5.2-7, bridge and road construction are anticipated to occur concurrent with site grading, and before construction of residential homes. The onset of construction would depend on the timing of project approvals and market conditions.

### ***Response to Comment 19-17***

The impacts on residents of Herdal Drive and the Herdal Drive extension are evaluated throughout the Draft EIR. For example, the visual impacts on the Herdal Drive extension are specifically addressed on page 5.1-37 in Impact 5.1-1, noise impacts on residents of Herdal Drive and the extension are addressed in Impacts 5.8-1 (page 5.8-24) and 5.9-7 (pages 5.8-33 and 5.8-34) and the traffic impacts on Herdal Drive are analyzed in Impacts 5.11-1 (pages 5.11-58 and -59) and 5.11-6 (pages 5.11-63 and -64). In addition, subsequent to the Draft EIR, more specific information

regarding the topography of the extension and adjacent residences has allowed the City's noise consultant to prepare detailed analyses of the noise impacts on those properties.

### ***Response to Comment 19-18***

Please see Responses to Comments 10-8, 10-9, 10-11 and 10-12 in Letter 10 from the Placer County Air Pollution Control District which address proximity to the UPRR rail line and the potential for increased exposure to toxic air contaminants.

### ***Response to Comment 19-19***

The commentor is correct in that the vast majority of the ambient noise level data referenced in the Draft EIR were collected in 2007. The 2007 noise surveys focused on collecting ambient rail and traffic noise level data in the immediate project vicinity. The 2010 data were collected to provide additional information pertaining to existing ambient conditions along the proposed Herdal Drive extension, because noise data specific to the Herdal Drive extension were not collected during the 2007 surveys. The 2010 data for Herdal Drive were collected to augment rather than replace the 2007 data which were not outdated (see Response to Comment 19-21 regarding changes in traffic volumes; traffic is the primary source of noise in the project vicinity).

The assumed number of daily trains on the tracks bisecting the project site are based on a combination of demand and track capacity, and seasonal and even annual fluctuations in rail traffic are not uncommon. It is unclear from the comment what other numeric value would have been more appropriate.

A total of 20 daily rail operations were assumed for this project, as noted in Table 5.8-5 on page 5.8-8 of the Draft EIR. Due to the logarithmic nature of the decibel scale, the number of daily trains would need to be twice the number evaluated in the Draft EIR (40 trains per day) to result in a 3 dB increase in overall railroad noise exposure at the project site. Because it is unlikely that the sustained difference in the number of average daily trains between 2007 and 2010 approaches 10 to 20 daily operations, the railroad noise level data collected in 2007 is considered to reasonably represent railroad noise exposure at the project site. As a result, the re-monitoring of railroad noise exposure at the project site is not warranted.

Please see also Response to Comment 10-11 regarding the number of train trips.

### ***Response to Comment 19-20***

Please see Response to Comment 19-4.

### ***Response to Comment 19-21***

The comment suggests that data collected in 2007 may not be representative of conditions occurring in 2010. Historically, traffic volumes have been shown to increase over time, primarily due to the effects of new development on both regional and local levels. However, traffic engineers have seen

traffic volumes actually decrease over the last few years, primarily as a result of the effects of the economic recession. While new traffic counts have not been taken at all study locations, it is possible to make use of available data to confirm that year 2007 traffic counts remain valid.

The California Department of Transportation (Caltrans) maintains an annual record of daily traffic volumes on state highways. As an example of the change in regional traffic volumes, the daily volume on I-80 west of the Newcastle interchange has dropped from 86,000 ADT in 2006, to 85,000 in 2007 and to 81,000 in 2008 (refer to <http://www.dot.ca.gov/hq/traffops/saferesr/trafdata/2006all/r071-80i.htm>). This reduction would be indicative of conditions on regional roads like I-80 and potentially Indian Hill Road and Auburn-Folsom Road.

Locally, a new p.m. peak hour traffic count was made at the Auburn-Folsom Road/Herdal Drive intersection in April 2010 for the Mercy Auburn Apartment Project (Traffic Impact Analysis for Mercy Auburn Senior Apartments Project, KD Anderson & Associates, Inc., June 4, 2010). That count revealed an hourly total intersection volume which was 15 percent lower than the volume collected in 2007 and used in the BRSP Draft EIR.

Based on this data it is reasonable to conclude that the traffic volumes identified in the BRSP Draft EIR are a “worst case” representation of current conditions. Please refer to Response to Comment 15-9 for information relating to a.m. peak hour conditions and Skyridge Elementary School.

### *Response to Comment 19-22*

The BRSP allows for up to 90,000 square feet of mixed-use space, which could include office, retail, other commercial and/or residential uses. The types of uses that would be allowed are listed in the Development Standards (see Appendix A) of the BRSP. Because it is in Future Plan Area 2, the mixed-use development is not expected to occur for several years, at a minimum. The ultimate mix of uses and the timing of development for the mixed-use zones will depend on the timing of Plan Area 2 approvals and market conditions.

The City does not require market studies for development proposals or planning documents. However, as discussed in Response to Comment 15-12, a fiscal study was prepared for Plan Area 1 to ensure that the project, as proposed, would be revenue neutral with respect to public services and infrastructure. A similar fiscal study would be required of Plan Area 2 when its development application is submitted.

### *Response to Comment 19-23*

There is no Section F in Chapter 7, Project Alternatives. However, a discussion of alternative access points is provided on pages 7-4 through 7-8. Please see Response to Comment 15-8 for a discussion of access alternatives.

### *Response to Comment 19-24*

The comment does not address the adequacy of the Draft EIR, or the proposed project, so no response is necessary. However, the comment is hereby forwarded to the decision-makers for their consideration.

### *Response to Comment 19-25*

The comments and responses provided will be taken into consideration by the City of Auburn Planning Commission and City Council during the project approval process.



**From:** Dennis Johnson [djohnsonauburn@pacbell.net]  
**Sent:** Sunday, July 04, 2010 5:50 PM  
**To:** algraham@surewest.net  
**Subject:** comment on Baltimore Ravine Specific Plan

Dennis Johnson

11990 Norman Lane

Auburn CA. 95693-5628

[dcjauburn-gov@yahoo.com](mailto:dcjauburn-gov@yahoo.com)

July 4, 2010

City of Auburn

Community Development Department

1225 Lincoln Way, Room 3

Auburn, CA 95603

## Comments on Baltimore Ravine Specific Plan

The main problem I see with the plan is the expected traffic generated by the 725 units, using Herdal Drive as the main access to the schools, downtown area and shopping as well as for commuting. Herdal Drive is only two lanes wide and has no capabilities to expand, as homes are already constructed with their back yard fences up to the existing right of way. The proposed village center could also create additional traffic onto Herdal Drive.

It seems that you should be looking out for the best interest of the community, this plan is looking out for the best interest of the developer and to provide the developer with the least expensive way to connect into Auburn Folsom Road. There are better ways to connect the new development to major streets, although more expensive to the developer,

20-1

that would have less impact to the existing community and would be better for Auburn in the long run.

My first choice would be south to Pacific Ave near the point that the ditch goes underground on the west side of Auburn Folsom Road. There are no homes in this area and therefore would be no limit of the number of lanes that could be constructed into the area (with railroad approval). This location would be more centrally located for access to the schools, recreation park, downtown & old town as well as closer to the freeway.

Another possibility would be to build a road running through the green belt behind the Indian rancheria and connecting into Maidu Drive.

To reduce traffic and to provide for the existing community I think you should be looking at developing a shopping center and forget the village center. There is only one shopping center in the city limits of Auburn, and it is on the other side of the freeway, most of the shopping is in the county. If a shopping center was placed west of the railroad right of way near Auburn Folsom Road it would provide shopping for the existing homes in the area along with the new development thus reducing traffic flow on Auburn Folsom Road and increasing the sales tax base to the city as well as providing jobs within the city. The stores would not object to the noise that the trains might create that residential units might object to.

Sincerely,

Dennis Johnson

20-1  
(cont.)

20-2

## LETTER 20: Dennis Johnson

### *Response to Comment 20-1*

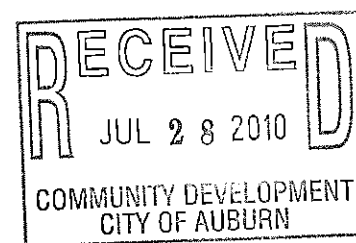
Please see Response to Comment 15-8 regarding access alternatives.

### *Response to Comment 20-2*

As discussed on page 7-8 of the Draft EIR, a shopping center, such as a large grocery store with strip commercial, was considered as an alternative, but was not fully analyzed because it would not meet most of the project objectives, and would likely result in more severe traffic, noise and air quality impacts. A shopping center would not be likely to locate in Future Plan Area 2, because of the lack of direct access to Interstate 80, and would require extensive grading to locate in Plan Area 1 with direct access to Auburn-Folsom Road. Such a use would not require over 200 acres, so it would be likely to include some mix of residential and/or other uses. Such a project (combination of shopping center and residential uses) would likely generate more traffic than the proposed project, because retail uses generate substantial traffic. A largely or entirely non-residential project with a similar footprint as the proposed project would not reduce any impacts identified in the Draft EIR.

In addition, the City has not received any applications for a shopping center in the Urban Reserve in the last 30 years, so there does not appear to be a market for such a use at this location.





July 22, 2010

City of Auburn  
Planning Department

**RE: Baltimore Ravine EIR**

Planners, please consider the following points before passing BRSP's Draft EIR:

- Jurisdiction is divided between Auburn City and Placer County; developer may play one against the other regarding Indian Hill Road, a potential "Blood Alley." [ 21-1
- 
- PCWA has promised Livingston Concrete Batch Plant water – can they supply both projects? Placer Vineyard must import water, but Livingston is allowed to use wells. Discriminatory? Where is the water for BRSP coming from? [ 21-2
- 
- Native American artifacts not yet identified will be bargained away like they were in Clover Valley. [ 21-3
- 
- No guarantee more new homes will sell – more vacant homes will depress other home values in this vicinity. Please check current vacant homes/retail spaces before allowing more to be built in the city. [ 21-4
- 
- Does Auburn really need another tract home development? In the ONLY remaining parcel of beautiful wild land? Why can't this be carved up into generous lots with single-family homes, instead of squeezing in the maximum construction possible per square foot? No one would mind looking at large lots with homes; why does it always come down to maximum density possible? [ 21-5
- 
- How will BRSP benefit anyone other than the developer? [ 21-6
- 
- What if funding dries up and development is aborted? Look at Dunmore's abandoned projects in Sacramento – half-built subdivisions with abandoned parks, roads, and homes. [ 21-7
- 
- Have Auburn residents been surveyed independently to see if they want this project? [ 21-8
- 
- Placer County has NEVER turned down a request by a developer....ever. What is the City of Auburn's record? [ 21-9
- 
- Project water will drain into and directly affect the Auburn Ravine. ↓ 21-10

- What steps have been taken to prevent BRSP from further polluting local waterways, killing resident aquatic life? This is already happening in the Auburn Ravine. ↑ 21-10 (cont.)
- | 21-11
- Will sewage runoff go into the South Canal, into a catch basin to be recycled? Won't this overload the Auburn Wastewater Treatment Plant, the current major polluter of the Auburn Ravine?
- | 21-12
- Why do planners nod heads in apparent empathy when **vast numbers** of residents disapprove of projects, then rubber stamp approvals time and time again?

Thank you in advance for seriously considering these points. Wouldn't it be refreshing to hear the planners NOT use the phrase "...less than significant impact, per Staff recommendation"?????? | 21-13

Sincerely,

*Kathleen Harris*

Kathleen Harris  
Auburn City resident  
Board member, SARSAS (Save Auburn Ravine Salmon and Steelhead)

*kharris@harrisgas.com*

## LETTER 21: Kathleen Harris

### *Response to Comment 21-1*

Depending on location, the jurisdiction for many facilities in the vicinity of south Auburn changes from Placer County as roads enter the limits of incorporated cities such as Auburn. The Draft EIR traffic study area extended beyond the limits of the City of Auburn to address potential impacts to Placer County roads and State highways. Impacts are based on the adopted standards of the jurisdiction within which the roadway or intersection is located, and mitigation measures have been identified for significant impacts, regardless of jurisdiction.

### *Response to Comment 21-2*

As discussed in detail on pages 5.10-1 through 5.10-20 of the Draft EIR, water would be supplied to the project by Placer County Water Agency (PCWA). A Water Supply Assessment was prepared by PCWA which identified the sources of water available to PCWA, including surface water, groundwater and recycled water (see, for example, Table 5.10-4 on page 5.10-5). As discussed in Impact 5.10-1 on page 5.10-15, the proposed project is estimated to need approximately 422 acre feet per year, which is well within the water supply available to PCWA. As discussed in Impact 5.10-4 on pages 5.10-18 and 5.10-19, PCWA has adequate water entitlements to serve future growth within its service area, including the proposed project.

### *Response to Comment 21-3*

Please see Responses to Comments 13-4 and 13-7. Note that the Clover Valley project is located in Placer County, not the City of Auburn. The City had no role in the Clover Valley project, because it is under County jurisdiction.

### *Response to Comment 21-4*

The timing of construction of new homes in the plan area would not begin for at least two years, depending on the timing of project approvals and market conditions. As stated on page 3-31 of the Draft EIR, buildout of the entire project would occur over 10 years or more. Therefore, current vacancy rates would not substantially alter the timing of development.

### *Response to Comment 21-5*

The Draft EIR examines two alternatives with lower densities than the proposed project—Alternative 3, Reduced Density (pages 7-18 through 7-22 of the Draft EIR) and Alternative 5, Plan Area 1/Low Density/No Parcel 11 (pages 7-26 and 7-29).

It should be noted that, depending on how it is designed, a single-family only development could have similar or more extensive impacts than the proposed project. For example, the proposed project designates over half the Specific Plan area as open space, retaining natural resources and providing separation and visual buffers between existing development and project development. A

lower density development that allowed homes to be built on slopes of over 20 percent could reduce the amount of open space, relative to the proposed project, and be more visible from surrounding areas.

### ***Response to Comment 21-6***

The Planning Commission and City Council are charged with determining whether the benefits of the proposed project outweigh its environmental impacts, which would be explained in a Statement of Overriding Considerations as part of the project approvals.

### ***Response to Comment 21-7***

As discussed in Response to Comment 21-4, the project homes would not be constructed for several years, and the project would take 10 years or more to buildout. Typical of developments of this type, the developer would be required to provide a bond to guarantee that infrastructure improvements would be completed according to the approval requirements, so roads would not be partially built. If the project does not buildout, then the environmental effects of the project would be reduced, as there would be fewer homes generating traffic, noise and so on.

### ***Response to Comment 21-8***

The City does not typically survey residents for land use decisions. Rather, the public is provided opportunities to provide input during the CEQA and approval processes. The proposed project has been subject to multiple notices and hearings since the project application was submitted in December 2007 (see also Response to Comment 19-2).

### ***Response to Comment 21-9***

The comment does not address the adequacy of the Draft EIR or aspects of the proposed project. Therefore, no response is required. The City does not keep an accounting of land use decisions made by the Planning Commission and/or City Council, but such actions are documented in minutes, which are available for public review.

### ***Response to Comment 21-10***

Stormwater and runoff associated with developing the project site with impervious surfaces has been addressed in the Draft EIR in Section 5.7, Hydrology and Water Quality. As discussed in the Baltimore Ravine Specific Plan, the management of urban runoff for flow control and water quality improvement is a component of the project. The project includes the extensive use of Best Management Practices (BMPs) and other techniques in accordance with section 53.020 of the City of Auburn's Municipal Code, to prevent and reduce pollutants from entering surface waters. BMPs would be designed in accordance with the California Stormwater Quality Association (CASQA) Stormwater Best Management Practice Handbook for New Development and Redevelopment.



As stated in the Environmental Setting of Section 5.7 of the Draft EIR, stormwater runoff from the BRSP project site currently discharges at seven separate locations designated as major drainage sheds (Sheds) A through G. The proposed project would increase runoff rates in Sheds B, D, and E, which ultimately discharge to Auburn Ravine.

To address stormwater flows, the project includes a total of five onsite detention basins which would provide water quality treatment in addition to attenuating peak stormwater flows. The basins would provide for longer-term 48-hour storage in order for pollutants to be filtered out and to percolate during the more frequent storm events. BMPs would be implemented at storm drain pipe outfalls where feasible in order to improve pollutant control and minimize erosion and sedimentation. The Specific Plan also allows for other storm water quality treatment features, which may be implemented through a variety of physical treatment measures or BMPs.

For developed project areas that do not drain to one of the detention basins (Sheds A, C, and G), permanent water quality BMP facilities would be installed.

In summary, the proposed project drainage system would not create or contribute stormwater runoff water over pre-development conditions that would ensure that the project does not exceed the existing or planned capacity of existing infrastructure. All of these features would minimize any pollutants and sediment from reaching Auburn Ravine.

Please see also Response to Comment 14-2.

### ***Response to Comment 21-11***

Please see Responses to Comments 14-2.

### ***Response to Comment 21-12***

The comment does not address the adequacy of the Draft EIR or aspects of the proposed project. Therefore, no response is required. The comment is nonetheless hereby forwarded to the decision-makers for their consideration.

### ***Response to Comment 21-13***

The comment does not address the adequacy of the Draft EIR or aspects of the proposed project. Therefore, no response is required. The comment is nonetheless hereby forwarded to the decision-makers for their consideration.



July 22, 2010  
City of Auburn Panning Commission  
Re: Baltimore Ravine

On July 13, 2010 I attended the public comment of the Baltimore Ravine Project, at that time I remarked to the cultural section as being a boiler plate assessment. As I stated, there is a name for this site and bedrock mortars on this site, the aboriginal name is Hu ul. There are two other pre-historic sites located in and near this project. Hugh Littlejohn in 1928 documented names of Nisenan Maidu sites in his "Nisenan Geography" and Francis A Riddell in "the Ethnography of the Hill Nisenan" in a two volume work for the Auburn reservoir project.

22-1

The Baltimore Ravine was a gathering area for Nisenan Maidu ceremonial events, there was a Roundhouse located in the project area and has been also documented by Littlejohn in his 1928 ethnographic study of the Auburn area.

22-2

As I stated in the public comment, I'm a lineal descendent of the last headman of the Auburn area, Jim Dick, my family has lived in this area for thousands of years and have retained much of our traditional knowledge.

22-3

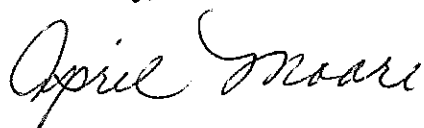
I feel there should have been a better Cultural investigation into the pre-historical and historical of this project, as good or better than the other segments of the report.

22-4

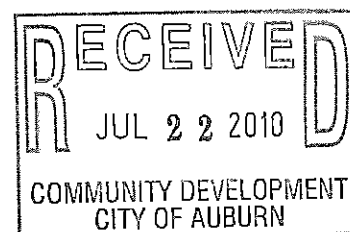
Enclosed are copies of the Littlejohn and Riddell ethnographic information I commented on.

22-5

Sincerely,



April Moore  
Maidu Family Story  
19630 Placer Hills Rd.  
Colfax, Calif. 95713



18.1. Littlejohn, H. W. 1928

8

Nisenan Geography.

);

CU-231

Box 3

Museum of Anthropology Film  
University Archives

#.48

The Auburn group had two villiages with large ceremonial houses. The Colfax Indians had one large villiage with a kum, as did the group around Sugar Pine Hill. Often the members of these three groups joined together for hunts, drives and acorn gathering. When a great number of rabbits were caught the Indians from Auburn, Colfax, Clipper Gap and Sugar Pine Hill gathered together at one of the settlements for a Big Time. This was usually held at Hu'ul, the villiage of Captain John Oite, who exercised considerable influence over the whole area. Captain John owned a big rabbit net, and he notified the people of the various villiages when a drive was to be held. (E and F)

The Auburn Indians hunted and fished and gathered nuts and seeds in the summer around Georgetown and places to the east. The summer hunting ground of the Colfax group was around Gold Run and Dutch Flat, but they did not go as far away as Emigrant Gap because they were afraid of the Washo. (H)

## Preface

In July of 1970 the Department of Anthropology, University of California, Davis, submitted to the Western Region Office of the National Park Service, a report of the University's archeological activities in the Auburn and Sugar Pine Reservoirs of the Northern California region done under contract for the National Park Service. This voluminous two-volume work is titled "Archaeological Investigations in the Auburn Reservoir Area, Phase II-III", edited by Eric W. Ritter. This report contains a variety of archeological, ethnographic, historic, climatic, botanical, pollen and other analyses. However, it was not possible to obtain an ethnogeography of the region at that time. Such a report would have complemented the report submitted had it been available. However, such a report subsequently has been compiled from field notes made through informant interviews. These notes are brought together into the following report and serve as an addendum to the two-volume report noted above.

## THE ETHNOGEOGRAPHY OF THE HILL NISENAN

by Francis A. Riddell

This presentation of ethnogeographic data on the Hill Nisenan is an extension of data previously published on other Maidu groups (cf., Riddell 1968a; 1968b). The following information is original in part as much was obtained through personal interview with the late Mrs. Elizabeth (Lizzie) Enos who lived at Chakam Pakan near Clipper Gap, on Sugar Pine Hill, north of Auburn, California. Mrs. Enos, an octogenarian at the time of the interviews, died in 1968 at the age of about 90. She was quite knowledgeable in most aspects of aboriginal and post-Gold Rush Hill Nisenan life. Foremost in this knowledge was the ethnogeography of her group's territory. A part of the ethnogeographic data obtained by Hugh W. Littlejohn (cf., Beals 1933; Uldall and Shiploy 1966; 1-2) for the Nisenan was obtained through Mrs. Enos.

The items given by Kroeber (1925:394; Pl. 37) for the Hill Nisenan are included here to augment the data provided by Mrs. Enos. One must keep in mind that Mrs. Enos's personal knowledge and experience was limited to the post-Gold Rush period and the disruption of old ways and the village and camp localities and the settlement pattern was marked. However, information passed down to her from older friends and relatives was significant so it is likely that a portion of the sites listed represent pre-Gold Rush sites. Whenever possible this distinction was elicited from her so that the more recent locations would not mask the aboriginal settlement pattern. Unfortunately the critical differentiation

Colfax [Kroeber 1925:394; Pl. 37]).

Forest Hill

Quad

~~1144 RBE Secret~~

19. ~~Hownosun soka~~ Seemingly a village in Hownosun soka (TL3N/R83?SE1/1 of ~~Sec. 24~~). (Soka may refer to a variety of Queen Anne's Lace).

2452

2452

20. ~~Hownosun soka~~ A habitation area equivalent to an extended village.

Area is now bisected by Interstate 80 about one and half miles south-

west of Clipper Gap (~~Forest Hill~~). Auburn Quad,

21. ~~Hownosun soka~~. An aboriginal cemetery on the east side of Hownosun soka. Auburn Quad.

22. Hu ul. "Loose Ground". A village on the south side of Auburn at

Bloomer Cut (~~Forest Hill~~). ~~1144 RBE Secret~~

23. ~~Hownosun soka~~ A village at or near Placerville (cf., Kroeber 1925:394;

Pl. 37) ~~Forest Hill~~

(Applegate)

24. Iyu. An inhabited area which seemingly constituted an extended



## LETTER 22: April Moore

### *Response to Comment 22-1*

The Northern California Information Center (NCIC) records search identified two Native American archaeological sites: one in the project area called *Opule* and one within ¼ mile of the project area. Based on the information provided by the commentor, *Opule* and *Hu ul* may be the same village site. There is not a village called *Hu ul* on record with either the Native American Heritage Commission (NAHC) or the NCIC, nor did any of the Native American contacts mention a village called *Hu ul*. As stated in the cultural resources survey report (*Archaeological and Historic Properties Survey Report for the Baltimore Ravine Specific Plan, City of Auburn, California*, PBS&J, March 2008, included as Appendix J in the Draft EIR), previously five pedestrian surveys have been conducted in all or a portion of the project site and no prehistoric sites were discovered during any of the previous surveys. Native American sites are known to exist in the general area and it is possible that there are unrecorded sites within the project site. Therefore, specific mitigation is included that addresses the potential that undiscovered resources could be unearthed during construction activities (see Mitigation Measures 5.4-2 and 5.4-3 on pages 5.4-28, 5.4-30 through 5.4-31 of the Draft EIR).

Please see also Responses to Comments PC-14 through PC-20 from April Moore at the July 13 Planning Commission Hearing and Response to Comment 13-7.

### *Response to Comment 22-2*

Archival research indicates that the 'Roundhouse' was located nearby, but entirely outside of the boundaries of the project site. In addition, the local Native Americans that were contacted did not indicate that the Roundhouse was within the project area.

### *Response to Comment 22-3*

The comment is noted.

### *Response to Comment 22-4*

Research conducted for the EIR included archival research specific to the project area, a confidential records search from the North Central Information Center, and contact with individuals listed as Native American resources for this area provided by the Native American Heritage Commission (NAHC). The *Archaeological and Historic Properties Survey Report for the Baltimore Ravine Specific Plan, City of Auburn, California*, PBS&J (March 2008 - included as Appendix J in the Draft EIR) was prepared by individuals who meet the Secretary of the Interior's Standards for archaeology, history, and architectural history. The report meets professional cultural resources survey report standards.

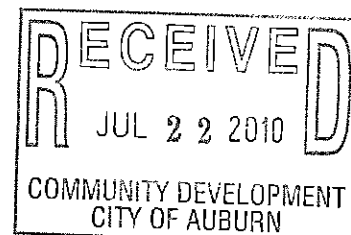
Please see also Response to Comment 13-7.

*Response to Comment 22-5*

Please see Response to Comment PC-18.

Adrienne L. Graham, AICP Consulting Planner  
 City of Auburn  
 Community Development Department  
 1225 Lincoln Way Room 3  
 Auburn CA 95603

July 21, 2010



Subject: Proposed Baltimore Ravine Project EIR

Dear Adrienne Graham,

My name is Elinor Petuskey and I am a resident of Newcastle. I live in the Hoyer Lane community just off Indian Hill Road. I attended your meeting at the Auburn City Hall on July 13, 2010 when you took comments from the public on the Draft Environmental Impact Report for the proposed Baltimore Ravine Project. I testified at this forum and stated my grave concerns about the additional traffic that would be added to Indian Hill Road, an already very dangerous thoroughfare, once this project has been completed.

23-1

People drive fast on Indian Hill. The Hoyer Lane left turn is deadly because of the lack of visibility of uphill traffic as you come down Indian Hill Road and prepare to turn left onto Hoyer Lane. An Auburn resident died, trying to make a left hand turn into Hoyer Lane. It was a horrendous, bloody accident. There are ongoing close calls and there have been additional accidents which did not prove fatal, thank God. However, adding more traffic to this road without addressing this problem area is irresponsible planning on the part of both the City and the County.

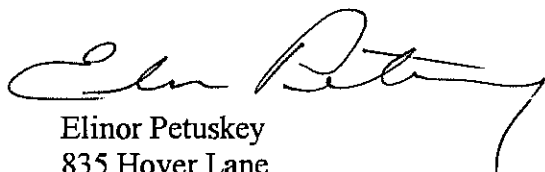
After this accident and hundreds of signatures from both Auburn and Newcastle residents, the Placer County highway and roads folks created a project to address the Hoyer Lane issue. Rick Dondro briefed the Newcastle Ophir Municipal Advisory Council (MAC), and then nothing happened. A few years later, the MAC was briefed again and learned that this area of the county was lumped in with the Bell Road area and all the money had been spent on the upgrade of Bell Road. So the project has been shelved and is now gathering dust.

With the advent of the Baltimore Ravine project, it is time for the County and City to work together. I believe that a representative from the City, the County, the Placer County highway department, the Baltimore Ravine developer and a citizen representative need to sit down, discuss this problem and come up with a solution once and for all. The increase traffic comes from multiple developments in Auburn over the years and because Indian Hill is a county road, no one wants to take the initiative or responsibility. It is time to establish a funding source and take care of this problem. Perhaps a target area that adds traffic to Indian Hill Road, be in county or city, can be identified and any new homes or businesses that are built in that area (starting as soon as possible) can be

assessed a fee which will be used only to address and correct the traffic problems on Indian Hill Road. The County can then get bond money to do the necessary improvements and this can be repaid by the assessment on any new construction adding traffic to the road. Auburn and Newcastle residents plus all the visitors to this area will then have the use of a safer road. This is a win win win situation for all. Most of all, it will demonstrate to all these communities that our local government entities can indeed work together to improve the safety of all the citizens.

Thank you for your attention. I hope to hear from you soon that you agree this is a great opportunity we cannot pass up and that you will be pursuing this approach. Believe me, there will be a lot of happy people.

Sincerely,



Elinor Petuskey  
835 Hoyer Lane  
Newcastle CA 95658  
916-663-4525

Cc Supervisor Jim Holmes, Placer County  
Mayor Bridget Powers, City of Auburn  
Wilfred Wong, Director of Auburn Community Development Department  
Stephen Des Jardines, Developer, Baltimore Ravine Project  
Newcastle Ophir Municipal Advisory Council  
Newcastle Community Association

23-1  
(cont.)

## LETTER 23: Elinor Petuskey

### *Response to Comment 23-1*

Conditions at the Indian Hill Road/Hoyer Lane intersection were reviewed on page 5.11-1 of the Draft EIR and addressed in more detail in an assessment summarized in Appendix N.10. The assessment involved review of accident records for the period of 2002-2006, a time frame that is consistent with standard practice for traffic safety studies. The assessment determined that three accidents had occurred over that time period, of which one resulted in an injury. The assessment concluded that various types of accidents had occurred and that there were no conditions at the intersection that would be directly affected by the development of the BRSP. The assessment acknowledged the fatal accident that had occurred at this location 10 years ago.

The Draft EIR noted that the intersection is within the jurisdiction of Placer County and that any action to improve the intersection would have to be made by the County.

Please also see Response to Comment 21-1, regarding project traffic impacts in other jurisdictions.



From: Elinor [mailto:[ejp@onemain.com](mailto:ejp@onemain.com)]  
Sent: Thursday, July 22, 2010 12:23 PM  
To: adrienne graham  
Cc: Will Wong  
Subject: Proposed Baltimore Ravine Project

I have a question concerning the Baltimore Ravine Project. Will the City of Auburn be fully manning the fire station on Maidu and Auburn Folsom 24 hours a day, seven days a week? I think this needs to be done if and when this project come to fruition. With a development the size of this one, that fire station needs to be ready and able and fully manned because of the terrain and the train traffic within close proximity of this development. That is a serious safety issue.

24-1

Thank you





## LETTER 24: Elinor Petuskey

### *Response to Comment 24-1*

A comprehensive analysis was completed that addressed potential impacts on fire protection and resources needed for project development. Through this analysis it was determined that an additional facility with staffing and resources for fire protection is not warranted. However, some additional needs such as equipment and staffing have been identified and will be secured through the additional property tax, sales tax, development agreements, mitigation measures and assessments directly attributed to the project. This may include additional staffing and equipment that may enhance fire services throughout the City including the Maidu Fire Station.

In long term planning for fire services within the City of Auburn, it is determined that a total of two (2) fire facilities would best serve the City needs when the city has reached an identified complete “build-out” status. This would include the renovation and 24/7 staffing of the Maidu Fire Station on Auburn-Folsom Road and a new 24/7 staffed fire facility on the north side of Interstate 80. The development of the project would contribute financially to increase fire resources, but would not be required to contribute to an almost built-out status. Additional funding sources/projects would need to be identified in the future to continue the enhanced fire services, and all development, including the BRSP, would contribute accordingly towards this long term plan.

The Draft EIR did not identify any significant fire issues due to terrain. In some cases the project area has less variation in terrain than many other areas of the City when applying the most current standards for public safety response. The project would incorporate appropriate measures when and where terrain issues arise. These include: access roads and streets, Emergency Access, and access to Open Space Areas for public safety response.

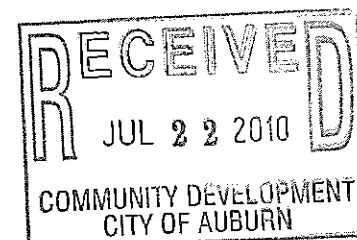
The proposed project is located within a Moderate Fire Hazard Severity Zone; the lesser of the three classifications given, per AB 337. When a Fire Hazard Severity Zone is classified, terrain is one aspect that is a determining factor in such a classification; others include fuel types, weather, and fire history. The Moderate Fire Hazard Severity classification applies to approximately 50 percent of the City of Auburn, while the other 50 percent is classified as either a Very High Fire Hazard Severity Zone or High Fire Hazard Severity Zone. All Fire Hazard Severity classifications within the City of Auburn are treated consistently, meaning the most stringent requirements are applied regardless of Fire Hazard Severity Zone classification (Auburn Municipal Code; Section 100.80). Any new development is required to implement fire safe standards equally, regardless of the Fire Hazard Severity Zone classification.

Train traffic is not considered an issue since the proposed railroad crossings are proposed as grade-separated crossings, which would allow for un-interrupted traffic flow. An exception is the use of the Rogers Lane at-grade crossing as a secondary access point until the northern grade-separated crossing is completed. The Rogers Lane crossing would be improved by the installation of crossing arms and changes to the crossing geometry. The proposed access includes two points of ingress/egress over the railroad crossings with an additional Emergency Access that routes under an existing railroad crossing.

Currently, the area is served by only one access road for public safety response. Using current fire resources in place today and assuming the proposed development occurred as planned, a significant decrease in response time would be observed in the project area as well as adjacent county areas due to improved access routes. This access would also provide improved egress for residents of the project and surrounding areas, which could enhance overall safety. This alone has a positive effect on fire protection services.

843 Sierra View Circle  
Auburn, CA 95603  
July 20, 2010

Adrienne L. Graham, AICP, Consulting Planner  
City of Auburn Community Development Department  
1225 Lincoln Way, Room 3  
Auburn, CA 95603



Re: Baltimore Ravine Specific Plan Draft EIR

Dear Ms. Graham,

There are hundreds of valid reasons to not approve this development. First of all, the General Plan which designated the area as Urban Reserve is seventeen years old and dated beyond reason. Secondly, my judgment is that the general population of Auburn is largely opposed to development of this area. Those interested in the development are lost in greed and appear to care little about the predominantly negative effects this development would bring to the Auburn area. Planners plan, builders build, the Assessor collects taxes, and all of the above seem to operate on the principle that build – build – build is good. It seems the only license to proceed is to follow planning regulations and just do it, regardless of whether it is needed and with little regard as to whether it is right to despoil an area already overburdened with hundreds of acres approved for development but not acted upon.

25-1

This development, as stated, will change the demographics of the greater Auburn area. Those changes are said to be socio-economic effects that are not treated as significant effects on the environment but which will indirectly affect the environment (Reference 4-1). That is a truism and rationale to stop cold.

25-2

It is, in my opinion, totally unjust to base approval of this development on the findings of an EIR. Without question, socio-economic effects are a very significant factor and they alone are so great, so negative, that the entire project should be dismissed. Quality of life is what humankind seeks and the quality of life in a community should be valued and protected.

Significant numbers of area residents are opposed to this development, yet their voice is ignored. Those who promote the development may well be in the minority, but at the very least, the community at large should approve or disapprove of this development by ballot. It is wrong to let a few planners and so-called public servants who may be overly friendly with the development contingent to bring ruination to our community. Those who make the decisions do not necessarily represent the true values of those residents who value Auburn and its heritage.

25-3

As an example of poor return, is it simply unreasonable to suggest the estimated 180-270 jobs that might be created in Phase 2 are a valid rationale to go forward (4-21).

25-4

Of high significance within the EIR is the statement (3-9), "the Specific Plan is self-sufficient and will generate financial resources to fund construction of project-related infrastructure systems and will support or augment existing city facilities and services at no negative fiscal impact to existing residents or rate-payers." I find that statement repulsive.

25-5

How empty are those words and where is the accountability? This kind of statement, in my opinion, is totally unmerited. There can be no guarantee of such speculation, and were this project built, there is no good reason to believe there would be no negative fiscal impacts. Development has never paid its way and this development will be no exception. You, as a planner, probably understand this even better than I. It is your job, however, to plan, and that is what you do, regardless of the consequences left behind.

There is no effort in the EIR document which would compare the value of open space as opposed to urbanization of the area. It is as if no one cares to address that issue, and that, in a word, is wrong. No planner and no developer I have ever observed has made any effort to appraise the value of open space. Open space costs are insignificant by comparison to the social costs of urbanization. Until such comparative appraisal is made, this project should be stopped in its tracks.

25-6

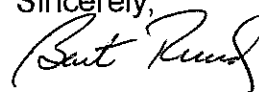
The negative effects of this project far outweigh any gains, yet no one seems willing to care enough to admit this. To avoid this question is a breach of professionalism and a slap in the face to those who look beyond adherence to planning regulations. Just because a regulation is met fails to address the most basic question of why a development of this size is needed at all.

25-7

Remember this – the Urban Reserve designation arose because greed drove speculative land owners to push it into place. Those individuals who forced this initiative into being are dead and gone, and times have changed. The General Plan is dated and were the local community given the opportunity to see its wishes truly applied, it would, in my opinion, see the Urban Reserve designation and the development be removed from the slate.

Do the right thing. Stop promoting something that will bring gridlock and negative effects that will never be reconciled.

Sincerely,



Bart Ruud

## LETTER 25: Bart Ruud

### *Response to Comment 25-1*

The comment does not address the adequacy of the Draft EIR or aspects of the proposed project. Therefore, no response is required. The comment is nonetheless hereby forwarded to the decision-makers for their consideration.

### *Response to Comment 25-2*

Please see Response to Comment 17-1 regarding socio-economic impacts.

The comment does not specify which socio-economic changes would occur, nor how those changes would have an environmental impact, so no response is possible.

### *Response to Comment 25-3*

The comment does not address the adequacy of the Draft EIR or aspects of the proposed project. Therefore, no response is required. The comment is nonetheless hereby forwarded to the decision-makers for their consideration.

### *Response to Comment 25-4*

Page 4-21 of the Draft EIR states that 180 to 270 jobs could be generated by the non-residential development proposed for Plan Area 2. No statement is made regarding whether the increase in jobs would justify approval of the project.

### *Response to Comment 25-5*

Please see Responses to Comments 19-5 and 21-7 regarding the funding of infrastructure and services needed to serve the proposed project.

### *Response to Comment 25-6*

The proposed project would allow for development of up to 265 acres of currently undeveloped land (136 acres in the BRSP and 129 acres in the Study Areas). The BRSP designates 141 acres as open space, which is more than half of the 270-acre BRSP area. The Planning Commission and City Council are charged with deciding whether the benefits of the proposed project outweigh its environmental costs, a number of which are related to the conversion of undeveloped land to urban uses. These environmental effects are analyzed throughout the Draft EIR.

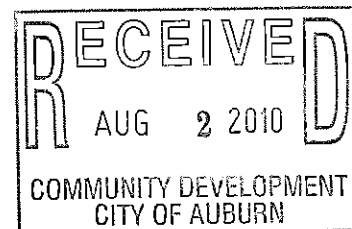
### *Response to Comment 25-7*

The comment does not address the adequacy of the Draft EIR or aspects of the proposed project. Therefore, no response is required. The comment is nonetheless hereby forwarded to the decision-makers for their consideration.

Please see Response to Comment 25-6.

July 19, 2010

Auburn Community Development Department,  
Adrienne Graham,  
1225 Lincoln Way, Room 3,  
Auburn, CA 95603.



Hello Adrienne,

I am listing my reason why the city of Auburn should not approve the  
Baltimore Ravine Development.

26-1

Here they are

Jurisdiction of BR is divided between Auburn and Placer County  
so developer can play one against the other to his advantage

26-2

- Where is the water coming from? PCWA, the same company  
supposed to supply water to the Livingston Concrete Batch Plant  
downhill of BR at corner of Ophir Road and Geraldson Road – a  
promise that may not ever be fulfilled. Placer County is making  
Placer Vineyard use brought in water but LCBP can use wells  
initially – discriminatory practice – where is the water coming  
from?

26-3

- Blood Alley on Indian Hill Road allowed in return for tax money

26-4

- Native American - artifacts not identified and will be bargained  
away like Clover Valley

26-5

- With the depressed housing market, there is no guarantee these  
homes will sell once built and may stand vacant depressing value  
of other homes in vicinity

26-6

- Does Auburn really need another tract home development?

26-7

- How does BR benefit the community or anyone other than the  
developer, Mr. Jardins?

26-8

- There is the possibility developer will not have funding to complete all phases of development and it will become another aborted development 26-9
- Has a survey begin conducted by an independent company to see if residents of Auburn want this project 26-10
- Placer County has never turned down a request by a developer ... ever ... which tells us something about the people formerly elected to the BOS 26-11
- Where will the runoff water go? It will go into the Auburn Ravine, by way of Baltimore Ravine and Dutch Ravine, which empties into the Auburn Ravine below Gold Hill Road. This project will directly further pollute the Auburn Ravine in addition to the pollution from the Auburn Waste Water Treatment Plant 26-12
- Will sewage runoff go into the South Canal, into a catch basin to be recycled? Is the water going to run into its own sewer system with its own water treatment plant or going into the already overloaded Auburn Waste Water Treatment Plant, the current major polluter of Auburn Ravine? Save Auburn Ravine Salmon and Steelhead (SARSAS) is working to return salmon and steelhead to the Auburn Ravine and Baltimore Ravine Project will negatively impact their efforts. 26-13
- What steps have been taken to prevent this development from further polluting local waterways and killing resident aquatic life? 26-14

Jack and Valerie Sanchez,  
252 Forest Court  
Auburn, CA95603



530 888 0281 jlsanchez39@gmail.com



## LETTER 26: Jack and Valerie Sanchez

### *Response to Comment 26-1*

The opposition to the proposed project is noted, and is hereby forwarded to the decision-makers. Please see Responses to Comments 26-2 through 26-14 for responses to specific concerns.

### *Response to Comment 26-2*

Please see Response to Comment 21-1.

### *Response to Comment 26-3*

Please see Response to Comment 21-2.

### *Response to Comment 26-4*

Please see Response to Comment 21-1.

### *Response to Comment 26-5*

The potential loss of cultural resources, including any Native American artifacts has previously been addressed in Responses to Comments 13-4, 13-7 and 21-3.

### *Response to Comment 26-6*

Please see Response to Comment 21-4 regarding the status of the housing market and the project's potential effect.

### *Response to Comment 26-7*

Please see Response to Comment 21-5.

### *Response to Comment 26-8*

Please see Response to Comment 21-6.

### *Response to Comment 26-9*

Please see Response to Comment 21-7.

### *Response to Comment 26-10*

Please see Responses to Comments 19-2 and 21-8.

### ***Response to Comment 26-11***

The comment addresses Placer County and the Placer County Board of Supervisors, which does not have jurisdiction over any aspect of the land use plan for the proposed project. Such decisions would be made by the Auburn Planning Commission and City Council. The only action the County would take would be related to project improvements proposed for County roads (e.g., Werner Road, the Ophir Road/Werner Road intersection).

### ***Response to Comment 26-12***

Please see Responses to Comments 14-2 and 21-10.

### ***Response to Comment 26-13***

Please see Response to Comment 14-2.

### ***Response to Comment 26-14***

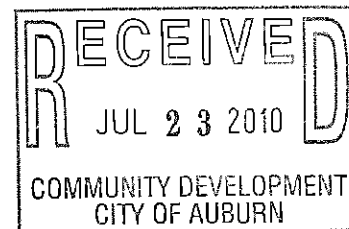
Please see Response to Comment 21-10.

Richard & Sharon Shuba  
12170 Mont Vista Drive  
Auburn, California 95603  
530-885-5566

cc: Auburn City Council and Mayor of Auburn

July 21, 2010

Adrienne Graham  
Auburn Community Development Department  
1225 Lincoln Way, Room 3  
Auburn, California 95603



**Re: Baltimore Ravine Specific Plan (BRSP)**

Dear Ms. Graham:

As tax payers and property owners within ½ mile of the proposed Baltimore Ravine Specific Plan (BRSP), and after reviewing the recent plans for the development of the BRSP, we are very concerned about the size and scope of this development for a town the size of Auburn.

27-1

Wikipedia states that Auburn, in 2009, consisted of 5302 households, with a population of 13,106. Using the same ratio, the development of BRSP with 725 new homes will add approximately 1700 new residents and approximately 1500 cars. This would result a **13% increase in the population of Auburn. This is a significant and alarming increase in the size of Auburn considering it is just one development project.**

27-2

This project would **increase by at least 13% the noise, pollution, smog, traffic, crime and demand for limited services**, while the increase in property taxes would hardly justify the decrease in quality of life in Auburn. In addition, the development of this project **would significantly reduce the number of trees, birds, animal habitat, and the desirable living environment in Auburn.** At one time, Auburn had signs up that claimed we were a bird sanctuary. I guess that is not the case anymore as the signs are gone.

We have a few questions:

1. **Is it the view of the Auburn Community Development Department that the residents of Auburn want to have the kind of quality of life that the residences of Lincoln and Roseville now "enjoy"? We do not share this view. If we wanted the level of traffic, noise and crime associated with larger towns, we would not have moved to Auburn 12 years ago. We moved here because Auburn was a small town, with small home developments, and it was quiet, had less traffic, less crime, it was a bird sanctuary, and teemed with animals that added to the quality of life in Auburn. Today, Lincoln and Roseville do not enjoy the benefits we have in Auburn, and we do not want Auburn to become the next Lincoln or Roseville.**

27-3

2. **Is it the view of your department that all of the land within the city limits of Auburn needs to be "developed"?** It seems to us that without development projects, the need for a Community Development Department is limited. So it follows that a Community Development Department has a vested interest in developing the town, even if the residents do not want a development of this size. We believe that developments in the 20-50 home range are more appropriate for a town the size of Auburn, not a project of 725 homes.

27-4

We are sending a copy of this letter to the Auburn City Council and the Mayor, in the hopes that they will agree that we do not need this development, **halt this ill-conceived project**, and keep Auburn from becoming like Roseville and Lincoln.


27-5

Thank you for allowing us to provide this input.

Sincerely,



Richard M. Shuba



F. Sharon Shuba

## LETTER 27: Richard and Sharon Shuba

### *Response to Comment 27-1*

The concern regarding the proposed project is hereby forwarded to the decision-makers.

### *Response to Comment 27-2*

The comment does not address the adequacy of the Draft EIR or aspects of the proposed project. Therefore, no response is required. The comment is nonetheless hereby forwarded to the decision-makers for their consideration.

The comment is correct that the proposed project would increase the City's population by approximately 13 percent over existing levels (see page 4-21 of the Draft EIR). The increase in population would not directly correlate to a 13 percent increase in traffic, noise and air pollution, because the streets that the project traffic would use have a combination of City and non-City traffic. The Draft EIR establishes baseline or existing conditions and measures the project impacts against those conditions.

### *Response to Comment 27-3*

The comment does not address the adequacy of the Draft EIR or aspects of the proposed project. Therefore, no response is required. The comment is nonetheless hereby forwarded to the decision-makers for their consideration.

### *Response to Comment 27-4*

The Draft EIR does analyze an alternative with 32 residential units (Alternative 1b, No Project/No Action) on pages 7-10 through 7-14. As stated on pages 7-13 and 7-14, this alternative (and any project of such low density) would not meet most of the project objectives related to comprehensive planning of the project site, provision of mixed-use development and a range of housing densities, creation of opportunities for residents to live, work and shop within the community.

### *Response to Comment 27-5*

The comment's opposition to the proposed project is hereby forwarded to the decision-makers.





RE: Baltimore Ravine

July 21, 2010

Dear Mrs. Graham,

We live in the Grand Oaks subdivision off Indian Hill. We have two major concerns about Baltimore Ravine. ① Increased car traffic on Indian Hill. We will never be able to turn left out of our streets due to the increased traffic. The noise increase is also a factor. ② The inability of the Newcastle off ramp coming up from Sacramento to hold all of the increased traffic that will be stacking up onto the freeway. It is a short off ramp and will be a major safety problem, as will item 1. The solution: Require the Baltimore Ravine access to the freeway to be completed after 20-25 homes

28-1

28-2

28-3

28-4

-2-

are built — not 76 as is in  
the current proposal. That will  
solve both of the above  
problems and also take some  
burden off Auburn-Folsom Rd.

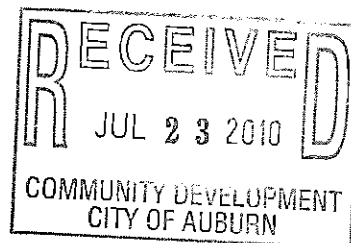
28-4  
(cont.)

Sincerely,

Susan James Smith  
803 Grandview Drive  
Auburn, CA 95603

(Another signal on Indian Hill  
will be too close to the  
one recently installed to get  
the Indian school children  
across the street.)

28-5



## LETTER 28: Susan and James Smith

### *Response to Comment 28-1*

The intersections of the Grand Oaks Subdivision access roads with Indian Hill Road were not identified by the City or County for inclusion in the traffic analysis nor noted in the comments received on the Notice of Preparation. The Grand Oaks and Indian Hill Estates subdivisions lie north of Indian Hill Road in the area west of Auburn-Folsom Road, and together they contain 96 houses. Access to the subdivision from Indian Hill Road is available at three intersections: (1) Sawka Drive, (2) Grand Oaks Drive, and (3) Grandview Drive. While traffic operations at these locations was not specifically addressed in the Draft EIR, it is possible to infer the Level of Service (LOS) based on traffic volume forecasts made for the adjoining Auburn-Folsom Road/Indian Hill Road intersection and based on the amount of traffic typically accompanying a 100 unit subdivision.

The Grand Oaks and Indian Hill Estates subdivisions generate a maximum outbound traffic during the a.m. peak hour. Based on ITE rates the subdivision could generate 56 outbound and 19 inbound trips during that time period. The Draft EIR traffic study indicates that under Existing Plus Full BRSP conditions there will be 442 westbound and 219 eastbound vehicles on Indian Hill Road west of Auburn-Folsom Road. Assuming as a worst case that all the traffic left via Grandview Drive and that all of that traffic turned left, the LOS at the intersection under Existing Plus Full BRSP would be LOS C (refer to Appendix A). As the LOS under these “worst case” assumptions does not exceed the City of Auburn’s LOS D minimum, it is reasonable to conclude that while development of the BRSP may result in longer delays for residents of the Grand Oaks and Indian Hills Estates subdivisions, the project’s impact to the subdivisions’ access intersections would not be significant.

### *Response to Comment 28-2*

Noise associated with construction of the project, as well as future project operation are addressed in Section 5.8 of the Draft EIR. Based on the analysis, construction activities would be temporary and limited to daytime hours and would be exempt, per the City’s Municipal Code. However, noise associated with project construction is considered significant because it could be disruptive to residents adjacent to the project site as well as any residents residing within the plan area. For example, it is anticipated that residents would occupy portions of Plan Area 1 while residences are still be constructed in other parts of the site, including within Future Plan Area 2. Therefore, construction noise, although temporary and exempt per the City Code, would be considered a significant and unavoidable impact.

Future operation of the project would result in increased traffic noise along roadways used by the project resulting in a significant noise impact on certain segments. Mitigation is included to reduce project-related traffic noise impacts to a less-than-significant level through the use of noise reducing paving materials. In addition, a mitigation measure is included for future development of Parcel 40 (closest to I-80) to ensure the homes are designed to shield residents from highway noise.

The Draft EIR addressed noise associated with the project and provided feasible mitigation measures to address impacts.

### *Response to Comment 28-3*

The northbound I-80 off-ramp approaching Newcastle Road currently provides 270 feet of separate storage for left-turn and right-turning vehicles and an additional 500 feet of shared storage for vehicles awaiting for a green light at the signalized intersection with Newcastle Road. Forecast future conditions summarized in Section 5.11 of the Draft EIR shows typical peak hour queue lengths of 125-200 feet on this approach under the year 2028 conditions with full build-out of the project.

### *Response to Comment 28-4*

The analysis of traffic impacts in the Draft EIR does not indicate that the connection of the Herdal-Werner Connection would be needed to support 20 to 25 residential units. Rather, as indicated in Impact 5.11-1, Plan Area 1 traffic would have a less-than-significant impact on local roadways.

Because ramps storage is adequate under both Existing Plus Area 1 and Existing Plus Area 1 & 2 conditions, there is no need to accelerate the proposed schedule for developing access to Ophir Road.

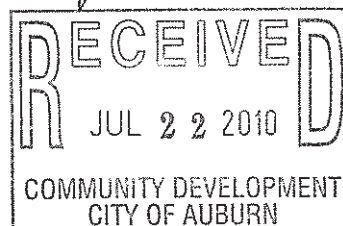
As explained on page 3-13 of the Draft EIR, a secondary access for Plan Area 1 would be required prior to the issuance of the 6<sup>th</sup> building permit occupancy of any units in Plan Area 1. A temporary secondary access would be provided by a connection to Rogers Lane, and improvements would be made to the existing at-grade railroad crossing. This temporary secondary access would enable residents of Plan Area 1 to exit the project site via Rogers Lane and Werner Road if access to Herdal Drive was unavailable due to an accident or other cause. Before construction of the 76<sup>th</sup> residential unit, the full Herdal-Werner Connector must be constructed, which would provide access to the project site from two points—Werner Road and Herdal Drive. A third access—Perry Ranch Road—would be available for emergency ingress and egress. The completion of the Herdal-Werner connection is required by the 76<sup>th</sup> building permit in order to provide secondary access for Plan Area 1.

### *Response to Comment 28-5*

The comment suggests that a traffic signal at one of the intersections providing access to the Grand Oaks Subdivision would not be feasible due to intersection spacing. Signalization of this intersection is not proposed by the project or as mitigation in the Draft EIR.

Grandview Drive is roughly 300 feet from the recently signalized Indian Rancheria access, while Grand Oaks Drive is roughly 1,000 feet and Sawka Drive is 1,400 feet. The Grandview Drive intersection is too close to satisfy typical engineering standards for signal spacing. However, as discussed in Response to Comment 28-1, the proposed project would not have a significant impact at this intersection, so it would not result in the need for a signal.

Adrienne Graham  
 Community Development Dept  
 1225 Lincoln Way  
 Auburn, CA



Dear Ms Graham,  
 We have been residents  
 of Auburn since 1969 and of  
 Indian Hill Rd since 1974.  
 Of course we have seen many  
 changes to the area in that  
 time.

One negative change has  
 been the increase in traffic  
 on Indian Hill Rd. There have  
 been at least three fatalities  
 and many other non-fatal  
 accidents on this Road. We  
 are afraid that with this

29-1

Baltimore Ravine development  
 traffic will increase even more.  
 Most commuters to Roseville or  
 Sacramento, who live in South  
 Auburn, seem to take the Indian  
 Hill exit rather than Maple St.  
 When going or coming from work.

29-1  
 (cont.)

Also, we will be sad to see the  
 displacement of animals and  
 trees, wild flowers, etc. in the  
 ravine. We hike and ride our  
 horses and take our dog to this  
 unspoiled area and will miss  
 it... This is personal I know -

29-2

We are against the project -  
 Mary and Moreland Stevens  
 10143 Indian Hill Rd  
 Newcastle, CA 95658 (916) 663-  
 2868

29-3

## LETTER 29: Mary and Moreland Stevens

### *Response to Comment 29-1*

Please see Responses to Comments 23-1 and 28-1.

### *Response to Comment 29-2*

The loss and displacement of animals and other biological resources has previously been addressed in Responses to Comments 18-1 and 18-2.

### *Response to Comment 29-3*

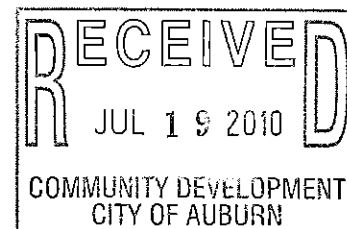
The comment's opposition to the proposed project is hereby forwarded to the decision-makers.





The Tribes  
10630 Sunrise Ridge Circle  
Auburn, CA 95603

July 16, 2010



Adrienne Graham  
Auburn Community Development Dept.  
1225 Lincoln Way, Room 3  
Auburn, CA 95603

Re: Baltimore Ravine EIR

As residents of the Vintage Oaks subdivision, we do not support the development of Baltimore Ravine and also question the thoroughness of the EIR.

30-1

We make daily trips along Auburn Folsom Road and Indian Hill Road and feel that the traffic will be extremely impacted. We have already experienced the increased traffic and noise from the Granite Bay Vista project.

30-2

Historically, the Baltimore Ravine is mentioned in accounts of the Gold Rush Era as being a somewhat profitable mining area. The historical artifacts of that era are important to preserve...not cover with concrete.

30-3

The Bloomer Cut was once called one of the wonders of the world. It is an incredible piece of 19<sup>th</sup> century heritage and needs to be

30-4

protected. Railroad buffs from all over the country know and respect Bloomer Cut.

↑ 30-4  
(cont.)

Common sense also tells me that there must be Native American artifacts on that property. More investigation needs to be done to try and uncover possible evidence of the Native Americans in the Baltimore Ravine area.

30-5

In conclusion, we oppose the Baltimore Ravine project and disagree with the findings of the EIR for the following reasons:

30-6

1. Auburn Folsom Road, Herdal Drive and Indian Hill Road traffic will be severely impacted. With traffic comes the noise impact for neighboring subdivisions.
2. Gold Rush mining era artifacts need to be identified.
3. Bloomer Cut needs to be protected from 21<sup>st</sup> century overuse and mis-use.
4. Native American artifact needs to be identified and protected.

*Sandra K. Tribe*

Lane R. and Sandra K. Tribe  
10630 Sunrise Ridge Circle  
Auburn, CA 95603

## LETTER 30: Lane and Sandra Tribe

### *Response to Comment 30-1*

The commentor's opposition to the project is noted and is hereby forwarded to the City Council for their consideration. For responses to the commentor's concerns regarding the Draft EIR analysis, please see Responses to Comments 30-2 through 30-6.

### *Response to Comment 30-2*

The proposed project would increase traffic and traffic noise in south Auburn. The Draft EIR analyzes these impacts in Section 5.9, Noise, and Section 5.11, Transportation and Circulation.

### *Response to Comment 30-3*

Gold mining activities and their significance are addressed in more detail in Response to Comment 12-3.

### *Response to Comment 30-4*

Concerns associated with Bloomer Cut are addressed in Responses to Comments 11-1, 12-2, and 12-4.

### *Response to Comment 30-5*

Please see Response to Comment 13-7 regarding the presence of Native American artifacts on the project site.

### *Response to Comment 30-6*

Traffic on Auburn-Folsom Road, Herdal Drive and Indian Hill Road associated with the project is addressed in Responses to Comments 15-6, 15-9, 23-1, and 28-1.

Concerns associated with potential impacts to mining resources, Bloomer Cut and other cultural resources is addressed in Responses to Comments 11-1, 12-1 through 12-5, and 13-2.



**From:** D. York [mailto:dhyork@tomatoweb.com]

**Sent:** Friday, July 23, 2010 11:01 AM

**To:** Reg Murray

**Subject:** Baltimore Ravine Project concerns

What will this project do for the existing citizens of Auburn? What is the projected revenue to be collected from this project yearly after first phase is completed? Separating the 90,000 sq. ft. of commercial from the residential. Auburn City has many unoccupied store fronts and offices etc. Why will 90,000 square feet of small strip mall be beneficial to the rest of Auburn? Reference the commercial project at Auburn Folsom Rd and Herdal.Dr. Starbucks folded.! What is in this project for the City coffers and the citizens themselves that reside in Auburn? Realizing that landowners can sell and or developer their property.

31-1

Again is this beneficial for the existing citizens of Auburn In lite of the real-estate market the economy and the many empty stores and office property that is very apparent in Auburn. It should appear that this is the wrong time to developer Baltimore Ravine or at all. Since the meeting on 13 July 2010 at council chambers. Much thought has been kicked around. Who benefits the most from this project? Auburn does not need more vacant store fronts. Indian Burial sites, Railroad concessions, Future traffic concerns on Indian Hill Road outside City limits of Auburn and potential high cost to widen this particular stretch of road by Placer County lets say 15 years out. are just more concerns that should be scrutinized. Again repeating, what will this do for the citizens of Auburn? Really Whose concerns are more important in this project?

31-2

31-3

The location and the contour of this property makes it a concern for those who live around Baltimore Ravine. Again The economy and real estate and the seemingly far out recovery of our economy is a great distance out. Having pondered this project at this time. This project at this time and the along with the terrain is of concern to citizens in Auburn. Tell us why Auburn needs this project. Up until now the powers that be are perpetually telling the citizens what the contractor intends to do. Tell us again why does Auburn need this project?

31-4

31-5

31-6

Economic present day environment seems to state this project should not happen.

31-7

Does the property owner and the Developer have a exit plan?

31-8

Is their a potential buyer in the wings? Does the Native American groups have aspirations to obtain this property if project is halted?

31-9

Has Union Pacific approved at grade crossing reference Chapter 3 page 13? Why should they or would they approve this at grade crossing

31-10

Have all concerned approvals been addressed known and known but unmentioned by developer. Terminology "unknown" is not used as a concern. For unknown would be unknown to both the developer and the concerned citizens of Auburn.

31-11

This concern is raised to head off a situation that needed to be addressed but was deliberately kept stealth to address after final approval where residential citizens of Auburn would not be able to address If concerns have not been addressed before final approval for Baltimore Ravine project. Reality is if accidental or deliberate to not obtain approval of a known concern by the developer could be a tactic to create a solution after the fact so those concerned cannot respond.

While this letter is not laid out with a 1 to 10 list of concerns or that of the skills of a Journalist etc. The concerns and questions are real for many of the project. I have no doubt that there are much more critical concerns than these basic concerns. Thank You DHY

31-12



## LETTER 31: D. York

### *Response to Comment 31-1*

Please see Response to Comment 21-6.

### *Response to Comment 31-2*

Please see Response to Comment 21-4.

### *Response to Comment 31-3*

Potential impacts on Native American sites are analyzed in Section 5.4, Cultural Resources, of the Draft EIR (see also Responses to Comments 13-4 and 13-7).

The project does not propose nor require the widening of Indian Hill Road.

Traffic impacts are analyzed in Section 5.11 of the Draft EIR under both existing and future (approximately 20 years from now) conditions.

### *Response to Comment 31-4*

The proposed project generally avoids placing development on slopes of greater than 20 percent. Potential impacts regarding project contours are discussed in Impact 5.5-2 on pages 5.5-22 and 5.5-23 of the Draft EIR, which concludes that alterations to topography would be less than significant.

### *Response to Comment 31-5*

Please see Response to Comment 21-4.

### *Response to Comment 31-6*

Please see Response to Comment 21-7.

### *Response to Comment 31-7*

Please see Response to Comment 21-4.

### *Response to Comment 31-8*

The City is not aware of an “exit plan”, nor is one required by the City. Please see Responses to Comments 15-12 and 19-5 regarding financing.

### ***Response to Comment 31-9***

The United Auburn Indian Community (UAIC) was consulted during preparation of the cultural resource analysis (see Response to Comment 13-7). The UAIC has not indicated that it would be interested in obtaining the project site. Nor have any other Native American or other groups contacted the City regarding acquisition of the project site.

### ***Response to Comment 31-10***

No new at-grade crossings are proposed as part of the project. Rather, the existing at-grade crossing on Rogers Lane would be improved by the installation of crossing arms, resulting in a safer crossing. The project would use the at-grade crossing only for secondary access, and only until the Herdal-Werner Connection is completed, which must occur before the 76<sup>th</sup> unit can be built. Once the Herdal-Werner Connection is completed, all project traffic would use grade-separated crossings to access the project site.

### ***Response to Comment 31-11***

The comment references “unknown” concerns, but does not indicate what form these concerns might take or what general categories they might include. Please see Response to Comment 15-15 for a discussion of public input.

### ***Response to Comment 31-12***

Please see Responses to Comments 31-1 through 31-11.



City of Auburn  
Community Development Dept  
SOB's Comment Baltimore

7-13-70

We on Norman Lane are concerned about  
the noise factor. Stephen Deogardin told  
me the City did a sound test and I  
should contact you.  
There are a couple trees from

to shopping center.  
I was told your sound test  
was negative.

We bought homes for peace and  
quiet on culdesac.

How was your test performed?  
We recommend the sound wall  
be extended to shopping center.

Sincerely,

Ruth Young

Ruth I. Young  
12060 Norman Lane  
Auburn CA 95603

32-1

32-2



## LETTER 32: Ruth Young

### *Response to Comment 32-1*

An extensive noise analysis was prepared for the EIR. That analysis, documented in detail in Section 5.8, Noise of the Draft EIR, included monitoring of background noise levels at 11 locations, including a location in close proximity to Norman Lane. The analysis also evaluated potential noise impacts associated with each noise source associated with the project at existing noise-sensitive locations, and noise mitigation measures were specifically evaluated for the Herdal Drive extension which would be located one street north of Norman Lane. The specific intent of the noise mitigation measures developed for the Draft EIR would ensure that the project would not result in a significant detrimental effect on the existing ambient noise environment currently enjoyed by the residents in the surrounding community.

### *Response to Comment 32-2*

Traffic noise levels on Herdal Drive, between the existing shopping center and the proposed extension, were evaluated and reported in Table 5.8-12 (see page 5.8-16 of the Draft EIR). That evaluation concluded that the project-related increase on Herdal Drive between Auburn-Folsom road and the existing terminus of Herdal Drive would require mitigation under for the full project (Plan Area 1 and Plan Area 2 combined). The mitigation identified in the Draft EIR (see page 5.8-25) is repavement with rubberized asphalt or a similar material, which would substantially reduce traffic noise. A noise barrier would not be necessary along this segment. Noise barriers are proposed along the Herdal Drive extension, where the change in noise levels would be greater than on the segment between the extension and Auburn-Folsom Road.



**CITY OF AUBURN PLANNING COMMISSION HEARING**

1225 Lincoln Way, Auburn, California 95603

July 13, 2010

5:00 p.m.

**Planning Commissioners**

Matt Spokely, Chairman

Bob Snyder

Lisa Worthington

Alan Young

**City Staff**

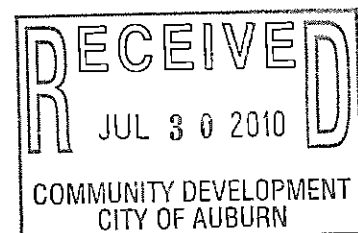
Reg Murray, Senior Planner

Adrienne Graham, Consulting Planner

Reported by: TERESA KENWORTHY, CSR No. 6673

Auburn, California

July 13, 2010; 5:04 p.m.



1  
2 **CHAIR SPOKELY:** Good Evening, Ladies and Gentlemen. I would like to welcome you all to  
3 this July 13, 2010 Auburn Planning Commission hearing. Thank you all for joining us tonight.  
4 This hearing is a little bit out of the ordinary, a little bit different. We are here tonight to receive  
5 public comment on the Draft EIR for the Baltimore Ravine Specific Plan. What I wanted to  
6 mention before we jump into the Pledge of Allegiance and other council business was in the back  
7 of the room, we've got speaker slips. Again, a little bit different then the way we normally do it.  
8 We are trying to formally keep track of everybody's correct name and address. So if you want to  
9 speak tonight in favor or against or make your public comments known as they relate to the Draft  
10 EIR, please grab one of those slips at your convenience, get it filled out. And as we invite you  
11 up to speak on the project, if you can get those to Reg Murray. He's raising his hand right there  
12 at the front table. So with that, we will go ahead and get going. If you can all, please, stand and  
13 please join me in the Pledge of Allegiance.

14  
15 (Pledge of Allegiance recited)  
16

17 **COMMISSIONER SNYDER:** Mr. Chairman, might it be prudent for somebody in the staff to  
18 walk around and pass them out so they don't have to get up?  
19

20 **CHAIR SPOKELY:** Sure, we can do that. Thank you, Reg. Good suggestion. Thank you.  
21 We have no meeting minutes for approval tonight so I'll go ahead and make this statement that  
22 this meeting at this time I'd like to present an opportunity for folks to come up and speak to the  
23 Commission on items that are not on the agenda tonight, again, items not on the agenda. Please  
24 make your comments as brief as possible. The Commission cannot act on these items but will be  
25 referred to staff for inclusion in future agendas, if appropriate. Is there anybody who would like  
26 to speak on items not on the agenda tonight? Seeing none, we will go ahead and move right into  
27 the public hearing. And I think staff is prepared to report for us, kind of outline what is going on  
28 this evening Adrienne.

1  
2 **MS. GRAHAM:** As the Chair indicated, this evening's hearing is to take public comment on the  
3 adequacy of the Draft EIR for the Baltimore Ravine Specific Plan and Study Area Project. I'm  
4 going to provide just a very brief overview of the project and the Draft EIR process, and then we  
5 will open it up for comments.

6  
7 The project that the Draft EIR analyzes is, as I said, the Baltimore Ravine Specific Plan and  
8 Study Area Project. It occupies about 406 acres that are currently designated Urban Reserve in  
9 the City's General Plan. That Urban Reserve designation requires a specific plan be prepared  
10 before any development can occur. And toward that end, the Baltimore Ravine Specific Plan  
11 was prepared to address the development of approximately 277 acres within that 406 acres. The  
12 Specific Plan provides for 725 dwelling units, 90,000 square feet of commercial, retail and  
13 mixed use space, two acres of park and about 140 acres of open space. The Specific Plan is  
14 divided into two planning areas. Plan Area 1 occupies about 130 acres in the southern portion of  
15 the site and would provide for about 270 dwelling units.

16  
17 Plan Area 2 would provide for 455 dwelling units and then all of the commercial space, the park.  
18 And then both Plan Area 1 and Plan Area 2 have open space. It is anticipated that Plan Area 1  
19 development would precede Plan Area 2. Access to the site would be provided through the  
20 extension of Herdal Drive. It would be extended across the UP rail line at Bloomer Cut, and that  
21 would provide access into the Plan Area 1. Ultimately, access would also be provided from  
22 Werner Road across the UP line on the upper part of the site and then the Herdal/Werner  
23 connector would connect those two points. Plan Area 1, because it would precede Plan Area 2,  
24 proposes to have secondary access temporarily through a connection to Rogers Lane. And then  
25 Rogers Lane has an at-grade crossing. There would be crossing arms installed before that could  
26 be used. That would be temporary. It would just serve 75 units and then by the 76th unit, the  
27 full connection to Werner would need to be constructed and Rogers Lane would no longer be  
28 used by project traffic.

1  
2 The study areas, those portions of the Urban Reserve that are not included in the Specific Plan,  
3 are about 130 acres in four different locations. It is proposed to redesignate those to 2-acre  
4 minimum residential development.

5  
6 So the Draft EIR analyzes the project that I've just described. And it really covers a large range  
7 of issues. There are those issues that are related to the physical conditions on the site, the  
8 biological resources that are located there, the archaeological and historic resources, its geology  
9 and soils, drainage and things of that nature.

10  
11 Then there are those impacts that are related to just the introduction of new development and the  
12 activity levels that go along with that. And that would be things like traffic, air pollutants, noise,  
13 the increased demand for services and utilities.

14  
15 On the Draft EIR in addressing all of these issues lays out the environmental setting or existing  
16 conditions for each issue and also identifies the applicable rules, regulations, laws that apply to  
17 those issues and then identifies impacts and if the impacts are considered significant, identifies  
18 mitigation.

19  
20 The Draft EIR also evaluates a number of alternatives to the project. These are alternatives that  
21 would achieve many, perhaps most of the project objectives, not necessarily all of them, and it  
22 would also lessen the environmental impacts.

23  
24 As I said, we have both the Baltimore Ravine Specific Plan and the study areas evaluated in the  
25 EIR. The Specific Plan is evaluated at a specific level because there have been surveys done for  
26 that site and we have our specific plans for it. There is a program out now of the study areas. It's  
27 a little broader, more conceptual because we don't have actual plans for the study areas at this  
28



1 point and we don't have the necessary environmental surveys for it. So there would be  
2 subsequent environmental review before the study areas could be developed.

3  
4 Tonight's hearing is part of the public review process that is required by CEQA. That process  
5 started in December 2007 with the Release of the Notice of Preparation in informing the public  
6 and agencies that an EIR was being prepared and soliciting input on what the issues were that  
7 should be addressed in that EIR. That NOP was revised in April 2009 as a result of revisions to  
8 the proposed project and then an addendum was also prepared when the Rogers Lane and  
9 secondary access was proposed. There was a scoping meeting at which public comments was  
10 taken on what issues should be addressed in the EIR.

11  
12 All of those comments that were received either in writing or orally on the scope of the EIR and  
13 the issues that should be included were taken into consideration when the Draft EIR was  
14 prepared.

15  
16 We are now in the midst of the public review period for the Draft EIR. It is a 45-day public  
17 review period. Tonight's meeting is part of that and at tonight's meeting we will take oral  
18 comment, but the City will also accept written comments on the Draft EIR through July 23 at  
19 5:00 p.m.

20  
21 The comments on the EIR, we are really focusing on the adequacy of the environmental analysis.  
22 Does the Draft EIR adequately analyze the environmental impacts of the proposed project? And  
23 so we are looking forward to input from the public and also from the agencies on that specific  
24 question.

25  
26 I would point out that the Draft EIR is available online at the City's Web site. It is also available  
27 at the library and in the Community Development Department on CD or hard copy.

1 Once the comment period closes, formal written responses will be made to all of the substantive  
2 comments that are either received orally this evening or in writing through the 23rd.

3  
4 Tonight we have a court reporter who will be recording the comments and then there will be a  
5 transcript prepared and that's what we will use as the basis for providing our responses.

6  
7 The written responses will form what is called the Final EIR and then the Draft EIR, that Final  
8 EIR, together will make that the environmental analysis of the project.

9  
10 There will be a hearing at which point the City Council needs to decide whether or not the EIR  
11 represents an adequate analysis of the impacts of the project and they need to make that decision  
12 before they can take any action on the project itself.

13  
14 So to reiterate, this evening we are looking for comments on the adequacy of the Draft EIR and  
15 on the environmental analysis that's contained in the Draft EIR rather than on the merits pro or  
16 con of the project itself.

17  
18 There was a Planning Commission hearing on the project in December and there will be  
19 subsequent hearings before both the Planning Commission and City Council before action is  
20 taken on the project. So there will be an opportunity for the public to speak specifically to the  
21 merits of the proposed project itself in the future.

22  
23 Also, I want to point out that this evening staff will not be responding to comments regarding the  
24 content of the EIR. The EIR was prepared by a number of technical experts and individuals who  
25 we couldn't bring all with us this evening. So as indicated, the court reporter will prepare a  
26 transcript of this evening's comments and we will provide written responses as part of the Final  
27 EIR. I will be happy to answer questions about procedure or process this evening.

1 So again, we are looking forward to hearing comments on the activity of the Draft EIR, and we  
2 will be taking written comments through July 23rd and the Chair indicated there are speaker  
3 cards available for those who want to speak this evening.  
4

5 **CHAIR SPOKELY:** Adrienne, Commissioner Worthington has a question for you.  
6

7 **COMMISSIONER WORTHINGTON:** Adrienne, just for the record since we do have a court  
8 reporter, can we reiterate that those who do not make a public comment tonight have until July  
9 23rd at 5:00 p.m. to submit a public comment? So tonight is not the close of the public comment  
10 period. That will be July 23rd.  
11

12 **MS. GRAHAM:** Right. Even if you make comments tonight and you think of something  
13 subsequently, yes, definitely put that in writing and get it to us by the 24 23rd.  
14

15 **COMMISSIONER WORTHINGTON:** Thank you.  
16

17 **CHAIR SPOKELY:** And just to reiterate for the members of the audience, tonight might seem  
18 a bit frustrating because you are given an opportunity to come up and speak to us, we are not  
19 going to be allowed to respond to you. We are merely getting your questions down for the  
20 record so that they can be addressed in the environmental documents. So bear with us. It is just  
21 part of the process. We will have upcoming meetings where you will have an opportunity to  
22 speak directly to the Commission on the merits and your opinions of the project. That will  
23 happen at an upcoming hearing. So you will get your opportunity to speak to us directly.  
24

25 **COMMISSIONER SNYDER:** Mr. Chairman, you said that it was going to go to the City  
26 Council. What capacity does it get in front of the City Council, this project?  
27  
28

1 **MS. GRAHAM:** Well, there will be a number of approvals that will need to come first to the  
2 Planning Commission for recommendation and then on to the City Council, so the certification  
3 of the Draft EIR, approval of the Specific Plan, General Plan amendments, all of those.  
4

5 **COMMISSIONER SNYDER:** It needs to be certified by the City Council, not just the  
6 Planning Commission?  
7

8 **MS. GRAHAM:** On the EIR.  
9

10 **MR. MURRAY:** It is a little different than most projects that only if it is appealed it goes to the  
11 City Council?  
12

13 **MS. GRAHAM:** Right. I believe in this case the General Plan and the Specific Plan needs a  
14 proposal.  
15

16 **MR. MURRAY:** In this case, I think what you are trying to allude to is that normally if  
17 something appears in front of the Planning Commission, the Planning Commission takes their  
18 actions, the final action. But the types of entitlements in the environmental document, the  
19 Planning Commission acts as a recommending body only. Everything that they will be looking  
20 at relative to the Specific Plan and the process here this evening will be forwarded to the City  
21 Council for their review. So the environmental document, all of the entitlements, the General  
22 Plan Amendment, the rezones, the Specific Plan Amendment, the large lot map, all of those  
23 entitlements will be going up to City Council. They act as the final reviewing and decision-  
24 making body.  
25

26 **COMMISSIONER SNYDER:** Thank you.  
27  
28

1 **CHAIR SPOKELY:** So just a couple of other quick comments. We have quite a few folks here  
2 tonight. Hopefully many of you are going to come up and speak on questions you have on the  
3 environmental document. We have talked about the speaker slips. It is something a little  
4 different. We haven't done this before. If you could, when you come up and approach the  
5 podium, give your speaker slip to Reg Murray right there. He will take the speaker slips. Again,  
6 it is just helping us kind of formalize and keep track of all the comments that come in.

7  
8 Secondly, I just wanted to mention if your comments are repetitive, somebody else has already  
9 mentioned the same thing, just mention that your comment is the same as the person that spoke  
10 before related to the circulation, related to the traffic, whatever it might be. Let's try to keep the  
11 comments somewhat unique. There's a lot of folks here tonight. And you will all have your  
12 opportunity if you wish to come up and speak. We want to try to limit the amount of time as best  
13 we can to kind of manage our time here this evening.

14  
15 **COMMISSIONER SNYDER:** I have one further question. You said that the questions will be  
16 taken and then there will be answers. Will those answers be directed in a written form to the  
17 audience member who made them or just part of the record?

18  
19 **MS. GRAHAM:** They will be part of the record, but they will be part of the Final EIR. So  
20 every letter that we receive will be in the Final EIR and it will have responses, and all of the  
21 comments, the substantive comments, comments that are on the actual content of the EIR, there  
22 will be a written response and that will be part of the Final EIR that will then be made available  
23 to the public for review and go to the Council first as part of the EIR package for certification.  
24 So we won't be sending letters out to individuals who write necessarily. There is a requirement  
25 to do that to some respect for agencies, but there will be an opportunity for people to review  
26 what has been written.

1 **COMMISSIONER SNYDER:** So each individual will have to check the responses to see if  
2 their question was truly gotten correctly and answered?  
3

4 **MS. GRAHAM:** Yes. And plus there will be a hearing on the EIR adequacy at the end of the  
5 process. Certainly if someone thinks that - or has some follow-up or thinks the gist of their  
6 comment really wasn't really responded to, they'll have an opportunity to make a comment.  
7

8 **CHAIR SPOKELY:** I think Commissioner Snyder brings up a good point. When you  
9 approach the podium to make the comments, try to make them specific to the documents. "I  
10 don't like the project because it does not have enough units" might be difficult for staff to  
11 articulate that or put that or pose that into a question that can be adequately responded to in the  
12 CEQA process. So please try to keep your comments as specific to the environmental document  
13 as you can.  
14

15 Any other questions? Seeing none, we will go ahead and move ahead. Whoever would like to  
16 be the first, please step forward. Give your speaker slip to Reg and we'll get going this evening.  
17 Who wants to be first? Thank you very much for being the first.  
18

19 **MS. ALLEN:** Cathy Allen. I live at 11115 Oak View Terrace off of Herdal.  
20

21 I will try to limit my comments to the validity or the adequacy of the EIR.  
22

23 One of my main concerns is the traffic counts that are listed throughout the EIR, which  
24 obviously is a voluminous thing that even my computer at work won't download. The only  
25 traffic strips that I have seen on Auburn-Folsom and Indian Hill were placed there the  
26 Friday before spring break of school, also were placed there before Alta Vista was closed. So I  
27 would question whether those counts were accurate.  
28

PC-1

1 I may have missed something, but I drive the road two times a day. I don't know that the closure  
2 of Alta Vista and the increased number of students that are driving to Skyridge have been taken  
3 into account and also the fact that it was spring break so there would have been obviously no  
4 school traffic during that time.

PC-1  
(cont.)

5  
6 The other thing is, I would like the Commission to verify whether all the alternate paths into  
7 Baltimore Ravine have been thoroughly analyzed and not just on a "how much does it cost"  
8 basis. There was an easement behind ARD that the City gave up which would have been a  
9 possible alternative into Baltimore Ravine. There was another way through Grand Oaks which  
10 the City gave up.

PC-2

11  
12 That funky little cutout on Auburn-Folsom Road that is next to 600 Auburn-Folsom Road which  
13 actually was put there by a former owner of some of the property of Baltimore Ravine with the  
14 anticipation that that might be a great way into Baltimore Ravine.

15  
16 I'm not advocating to that because it would cut through the middle of the park. But I guess what  
17 I'm saying is that there are other alternatives to be able to access Baltimore Ravine other than  
18 Herdal. Herdal is a quiet little street. There's not too many people that live off there. There's  
19 only two major or minor subdivisions and now that's going to be the major arterial access for an  
20 awful lot of cars.

21  
22 And since the senior housing component of this thing has been eliminated, I think we can expect  
23 more vehicular traffic than was proposed potentially originally.

PC-3

24  
25 I understand a number of houses have been dropped so maybe those balance out.

26  
27 I run that road a couple times a week. I'm concerned that the document does say that an  
28 evaluation of the site distance at several local streets along Herdal was performed and that they

PC-4

1 said the sight distance was adequate. I've been almost run over a couple of times and I'm just a  
2 runner.

↑  
PC-4  
(cont.)

4 So I can't imagine when you pile several hundred cars on that road trying to get out to work on  
5 time that that site -there is a hump there that I think needs to be addressed.

|  
PC-5  
|

7 There was mention also in the document about how the City is going to cut the vegetation back  
8 and that's going to take care of it. Well, it hasn't happened in all the years its been there, so I  
9 don't see that happening. No offense to the City. I know everybody has got budget problems.

|  
PC-6  
|

11 Also, in the EIR, the transportation and circulation portion of it, it talks about Maidu Drive as  
12 being a two-lane roadway. That becomes Pleasant Avenue that services primarily local  
13 residential streets. It is also a major access to Skyridge Elementary School. So there's a lot more  
14 traffic on there than just residential.

|  
PC-7  
|

16 There's another reference getting back to traffic counts again that were done in July of '09.  
17 Summertime, no school.

|  
PC-8  
|

19 So again, I think there would be in my mind some questions as to whether the traffic counts that  
20 were performed really represent the true impacts that the project might have.

22 I did notice that the level of service on Herdal and Auburn-Folsom was currently level B, which  
23 is fantastic. What I didn't find in the document, I apologize, because it is probably there, but I  
24 just didn't look, was what the level of service is proposed to be once this development might end  
25 and if that would be available to the City or not.

|  
PC-9  
|

27 I'm concerned that Highway 49 will become a cake walk compared to Auburn-Folsom. And  
28 look at all the problems that we have on Highway 49 right now. It is what it is at least once a

|  
PC-10  
↓



1 week. I truly think Highway 49 will be a breeze compared to what's going to happen at Auburn-  
2 Folsom.

↑  
PC-10  
(cont.)

3  
4 I'm also concerned that I believe there's been some reference made to striping -- restriping of  
5 Auburn-Folsom to accommodate more cars in the left-hand turn lane. If you restripe that far  
6 enough back to allow for the number of cars that are going to want to turn left coming up from  
7 Sacramento on Auburn-Folsom, turn left on Herdal, you are going to be backed up at the Maidu  
8 light. So I just don't see how that is going to happen in a good map.

PC-11

9  
10 Now, the folks coming from town going down Auburn-Folsom and wanting to turn right onto  
11 Herdal, they are going to get stuck waiting and waiting and waiting as all those light changes  
12 happen until they finally get to that point where they can turn right or they are going to cut  
13 through the shopping centers. I think we will see that on both sides.

PC-12

14  
15 So I don't believe that ...

16  
17 I need to address to the adequacy of the EIR.

18  
19 I guess I'm just going to close by saying I believe that this is only the third Specific Plan that the  
20 City has done in its history. I could be wrong. And I am willing to bet that mainly  
21 Commissioner Vitas is probably the only one who has gone through the first two. Maybe Bob.  
22 I'm not sure. This is a big deal. This is a really big deal. I think ultimately the Commission and  
23 Council need to decide whether this is a good project for the City of Auburn, not a good project  
24 for the developer, but a good project for the City of Auburn. It doesn't benefit the City of  
25 Auburn and the residents of Auburn. And I can address that more at a later time.

PC-13

26  
27 I think that's all I have on the adequacy of the EIR.  
28

1 **CHAIR SPOKELY:** Thank you, Cathy. Appreciate your comments. Anybody else? Thank  
2 you, ma'am. And again, please for our voice recording device, please state your name and  
3 address for the record.  
4

5 **MS. MOORE:** April Moore, 19630 Placer Hills, Colfax.  
6

7 I am a perennial descendant from the people from that specific area, the Auburn Rancheria.  
8

9 I want to address the cultural resources aspect of this report. I retired to do something I had a  
10 passion for and that's cultural resources. I'm an archaeological technician, tribal historian and I  
11 do family history of the Maidu people of this area. So what I'm going to get into is the cultural  
12 resource investigation aspects and the research, the field methods and some of the government  
13 codes you have in the back of this specific report.  
14

PC-14

15 I have issues with some of the research. I notice that when they made contact, of course, they  
16 got a hold of the Native Heritage Commission and there is a list. That list is constantly updated.  
17 And every year, there are more and more people who are on that list. When I'm looking back at  
18 the date on this, we are looking at 2007 contacted Rose Enos, who didn't answer the phone and a  
19 Christopher Suehead. That's very poor when you have probably 10 to 15 people that would  
20 represent this area, including United Auburn Indian Community. And within that group, there  
21 are people who have vast knowledge of this area.  
22

PC-15

23 The Baltimore Ravine area specifically has a name Hu ul, loose sand. And that's been  
24 documented by Hugh LittleJohn in the late 1917 through the 1920s. And I have a section of the  
25 report where he talked to Jim Dick, the former head man of the Auburn area and he told him  
26 specifically the name of that Baltimore Ravine area before there was a Bloomer Cut and two  
27 other names for sites within that area.  
28

PC-16

1 Also, when Auburn Dam was being reviewed for possibility of being built, Francis Riddel did a  
2 report through the Department of Resources, Parks and Rec and a few other agencies, including  
3 the University of California.

PC-16  
(cont.)

4  
5 And he also with informants had found two names to that specific area. So that area is a  
6 prehistoric area.

7  
8 And granted according to the report, they didn't find anything. That a person who has worked in  
9 the field, you do not cross, crawl or climb anything that is hazardous to your health or physical  
10 being.

PC-17

11  
12 I have it on good authority from a person who lived on the Rancheria that that area has rock  
13 mortars in it. They are not seen now because they are covered with thick vegetation. It does  
14 take a person with a lot of tenacity to go through that and pull things back and look for specifics.

15  
16 I didn't see anything in that report pertaining to this particular information. It did say he had an  
17 informant, but it didn't name anybody, so that means nothing to me unless I know who it is and it  
18 is a legitimate informant or somebody just talking from what they heard from somebody else.

19  
20 So I'll finish this off with the fact that I have done research and I went to the Placer County  
21 Recorder's Office when we all had access to the original death certificate ledgers and I listed all  
22 the native peoples from this area and where they were buried. And on each one of these pages  
23 here, there is about ten pages. There's mention of that particular native person being buried at  
24 Bloomer Ranch, Bloomer Indian Cemetery, Bloomer Cut Burial Ground, Bloomer Cemetery,  
25 Indian Burial at Bloomer Ranch.

PC-18

1 So, you know, there's quite a bit of documentation. If I can do that -- if I did this all in my time  
2 off in between my work on my break time. There is a lot more I have, but this is just a little FYI  
3 to say I do have -- granted, they did a good job, but it is boilerplate.

PC-19

4  
5 If you really wanted to get into the meat of it, you would spend more time with your 106  
6 consultation process, just not with the federal tribes, but with the local Nisenan people in this  
7 area because there are still a lot of us around that still have that knowledge. And I have an  
8 extensive database at my home in this area.

PC-20

9  
10 Thank you.

11  
12 **CHAIR SPOKELY:** Thank you, Ms. Moore, for your comments. Appreciate it.

13  
14 Anybody else would like to speak to the adequacy of the EIR please step forward.

15  
16 Thank you, sir. Please state your name and address for the record.

17  
18 **MR. GIBSON:** My name is Ralph Gibson. And although I live at 8533 Ochenshield Circle, I  
19 am here on behalf of Placer County Museum. I work as program manager at 101 Maple Street in  
20 Auburn. One of my duties is I perform the cultural resource reviews for Placer County.

PC-21

21  
22 I read through one of the environmental impact report for the Baltimore Ravine Specific  
23 Planning Study Area.

24  
25 I discovered what I believe to be an error in the cultural resources chapter of the report regarding  
26 Bloomer Cut, which is the historic deep cut that was blasted out and shoveled by hand from 1864  
27 to 1865 during the construction of the Transcontinental Railroad.

PC-22

1 The report states that Bloomer Cut is eligible for listing on the National Register of Historic  
2 places and the California Register of Historical Resources. I agree with this assessment.

PC-23

3  
4 The report further states that the construction of a bridge over the site could diminish its historic  
5 integrity. I agree with this assessment as well. In fact, I believe it would definitely diminish the  
6 historic integrity of the site.

7  
8 But the report goes on to say that construction of a bridge over the site would not be regarded as  
9 significant impact because, though some historic integrity would be lost, the site would still be  
10 eligible for inclusion on the National and California Registries. This conclusion is not correct.  
11 This is not how impacts are evaluated.

PC-24

12  
13 **COMMISSIONER SNYDER:** Excuse me. Can I ask you to slow down just a little bit.

14  
15 **MR. GIBSON:** Okay. I'm sorry.

16  
17 This conclusion is not correct. This is not how impacts are evaluated. Anytime a project  
18 threatens any National Register qualifying attribute of a property, it is a significant impact that  
19 requires mitigation. And integrity is the lynchpin for evaluation of a site's historic value. It must  
20 be considered before anything else is looked at.

21  
22 Bloomer Cut is eligible for listing on the National and California Registers because it maintains  
23 historic integrity and because of its association with the Transcontinental Railroad. You can't  
24 compromise one and declare it isn't a significant impact because the other remains intact. That is  
25 counter to both State and Federal Preservation Law.

1 The Placer County Museums urges the Commission to have the consulting firm PBS&J address  
2 this issue. Bloomer Cut is historic and the adverse effects of this project should be mitigated,  
3 preferably with the relocation of the bridge site.

4  
5 We also encourage the Commission to seek second and third opinions from other consulting  
6 firms regarding the conclusions stated in this report.

7  
8 Thank you for your time.

9  
10 **CHAIR SPOKELY:** Thank you, sir. Appreciate your comments.

11  
12 **COMMISSIONER SNYDER:** Mr. Chairman, something like that that's written maybe could  
13 be submitted just for the accuracy of the report. Could we ask for that at some point? Thank  
14 you.

15  
16 **MS. HOWELL:** I'm Donna Howell. I live at 405 Linden Avenue in Auburn. I'm the past  
17 president of the Placer County Historical Society. I just want to make a couple of points.

18  
19 When I managed the Placer County Museum Gift Shop and Information Center at the  
20 courthouse, I did that for ten years, I directed several people out to Bloomer Cut. These were  
21 folks who were train buffs, were interested in the site and were thrilled to be able to find it, knew  
22 somebody how to get there and where it was.

23  
24 So this is a historic site. It is a tourist attraction, and it should be kept as original as possible.  
25 That's what you do with historic buildings and anything else that's historic. It should look as  
26 original as possible. So I think that would be a great ruined site if it was changed any because  
27 the fixtures of the 1860s and '70s are almost what it looks like today. It is the same layout and  
28 almost the same, couldn't tell a difference if you took a picture today.

PC-24  
(cont.)

PC-25

1  
2 The other point I wanted to make was I was told by a retired Placer County surveyor that the  
3 Union Pacific can lease their property, which is revocable at any time, but they cannot sell it.  
4 They cannot even give it away. This property technically still belongs to the Federal  
5 Government on the right-of-way. And to change any of that, you have to go through an act of  
6 Congress. So I would think you would want to consider this before you approve any permanent  
7 structure on their property.

PC-26

8  
9 In the long run this probably would not be a real good idea. So we are hoping we can keep  
10 Bloomer Cut pristine as the way it is and original and looking as it does today. Thank you.

PC-27

11  
12 **CHAIR SPOKELY:** Thank you, Ms. Howell, for your comments. Good evening, sir.

13  
14 **MR. OTTEN:** My name is Michael Otten, 10140 Snowy Owl Way, Auburn. I'm the current  
15 president of the Placer County Historical Society.

16  
17 And this is a very historical time in terms of the City of Auburn because this would be the  
18 biggest development ever in the history, and I commend the Planning Commission for going out  
19 and inspecting the property. And the developments now are kind of like the phrase we used  
20 during the Gold Rush period, seeing the elephant and looking for that gold that comes with it.

PC-28

21  
22 And so your task, the task for the City and the task for all of us is rather difficult and this is  
23 probably the biggest EIR report in the history of the City of Auburn, and it is probably tougher to  
24 get through than War and Peace, if you ever tried to get through that.

25  
26 And one of the things I would ask is probably because of the length of it to extend the comment  
27 period so that people would have more time to go through it. I'm not sure if everyone -- if any  
28 member of the Planning Commission has read the entire report because it is rather daunting and

PC-29

1 particularly when you get into a lot of the details. And getting into the details, there are some  
2 problems with it, and I'm going to focus my comments only on the historical aspects.

↑ PC-29  
(cont.)

3  
4 And I would echo the comments of the previous three speakers. It is kind of like doing a thesis,  
5 particularly on Chapter 5 and you get it off the Internet and it looks like they didn't do much  
6 homework in terms of the history of that area. We've had no formal contact from anyone and  
7 there's no historical, local historical reference where it's cited in terms of Baltimore Ravine and  
8 the history of that area. And it seemed like it was an inadequate job in terms of contacting  
9 people for the history. As I understand that in 1848, that was the second ravine that was looked  
10 at for gold after Claude Chana came here. And I think there's in terms of history and  
11 archaeological, there's still gold to be found.

PC-30

12  
13 I would echo the comment of the Auburn Indian community that they didn't probably look where  
14 the mortars are most apt to be and that is down in the bottom partly because they go close to the  
15 river where the water is. They are close to the ravine.

PC-31

16  
17 And I am also troubled by the fact that the walk-through was 25 meters apart. That's close to a  
18 football field walk-through, and you're not going to see much, particularly in that territory. And  
19 I think they need to rework that aspect of it.

PC-32

20  
21 I think it was rather shallow and, you know, it seems like from a history standpoint it was like  
22 doing a thesis off the Internet.

PC-33

23  
24 I applaud the developer. I think this is quite a project, particularly with the terrain, but at the  
25 same time, I'm troubled by the adequacy of the report.

26  
27 Thank you.  
28



1 **CHAIR SPOKELY:** Thank you, Mr. Otten. Anybody else? Good evening, ma'am.

3 **MS. FABELA:** I have some pictures in the file that I would like to present to you at this time.

5 **CHAIR SPOKELY:** If you need them for your talk, you can go ahead and use them. Or if you  
6 would like to submit them, go ahead and give them to Reg.

8 **MS. FABELA:** I wanted you to follow along later on. I made copies for everyone. I just  
9 wanted to also when I speak I want the artist to be able to --

11 **CHAIR SPOKELY:** Ma'am, can you -- sorry about that, just because we are not getting your  
12 comments.

14 **MS. FABELA:** My name is Antoinette Fabela, and I live at 395 Huntley Avenue.

16 So what I would like to ask before I get started because I have several pictures that I wanted the  
17 Commission to follow along and also just as a visual aide, so to speak, so that the audience also  
18 can follow along. I was wondering if I could just pass one along at each aisle.

20 **CHAIR SPOKELY:** So you have multiple copies of the pictures?

22 **MS. FABELA:** Yeah, I do. There's not very many. It is just like three pages. But I put them in  
23 files. So that's up to you. I'm just asking you.

25 **COMMISSIONER WORTHINGTON:** I have an idea. If you have an assistant, you could  
26 have them post them on our bulletin board, which is available to the left of the screen, the drop  
27 down screen and they can post them so the audience can see.

1 **MS. FABELA:** They are kind of small.

2  
3 **CHAIR SPOKELY:** Another suggestion might be depending on how long we run tonight, we  
4 could maybe take a short recess so the circulation could happen. Or you could pass them down  
5 along here. We want to try to see everything you want to show us.

6  
7 **MR. MURRAY:** I have a suggestion. Are there enough copies for the Commission?

8  
9 **MS. FABELA:** Yes, they are all the same files. They are all the same photos.

10  
11 **CHAIR SPOKELY:** So why don't we –

12  
13 **COMMISSIONER SNYDER:** We just need two.

14  
15 **CHAIR SPOKELY:** Two is plenty for us up here and we will pass them.

16  
17 **MS. FABELA:** Sorry. I'm a little discombobulated. Again, my name is Antoinette Fabela.  
18 And I am a Native American from the Ojibwe nation and Aztec.

PC-34

19  
20 As others, I am concerned about the impact that this project will have on the traffic and air  
21 quality as I read in the EIR study. And in addition to that, I'm extremely concerned of the  
22 desecration of Native American sacred sites. They are the resting places of the Native American  
23 ancestors of this proposed land, in addition to the artifacts that are yet to be discovered.

PC-35

24  
25 The next thing high on my list of concerns is the potential death and disturbance of the wildlife,  
26 four-legged scalinas, the stick people, historic rocks that may be doomed if this development is  
27 approved.

PC-36

1 According to the EIR, what I have read, there could be adverse effects of this development to the  
2 raptors, their nests, the Townsend Big-Eared Bats, other migratory birds, the Red-legged frogs,  
3 the turtles, native-specific trees and shrubs and rocks or boulders that will be crushed.

PC-37

5 I also read all the wildlife precautions proposed to fence in or by other means to protect these  
6 sacred species and plants, however, I question as to why such a plan if it needs to exist.

PC-38

8 I bring attention to the words if that are in the report "to the extent feasible" and "in the event  
9 of", all of which I feel there's no commitment or stance and/or lose interpretation. On pages 2-31  
10 to 2-34 it states, "In the event of any subsurface archaeological resources discovered during  
11 construction-related earth moving activities and if they appear to be Native American origin,  
12 then the CDD shall consult the representatives from the UAIC."

PC-39

14 So I feel that any real commitment to wanting to protect any of these sites that have been  
15 proposed or any of the species or plant life that has been identified in the EIR study, any real  
16 commitment would have included consulting with the local tribes before the project got this far.

PC-40

18 So, you know, in reviewing the proposals that were also made to protect this and that, it occurred  
19 to me how expensive this project is going to be with all of the professionals that will be involved  
20 and how much this proposed development will cost us as taxpayers, as well aware that  
21 redevelopment money from local government will play a part in this project somewhere along  
22 the way. I, as well as community members, want to know how much money is going to be given  
23 to the developer for this project. I know you can't probably tell us that tonight as you mentioned  
24 earlier, just like the Commission on the Bohemia project couldn't tell us about how much it is  
25 going to cost the taxpayers in redevelopment money either.

PC-41

27 So do we the people of this community have to wait until after the fact to know how much this  
28 project will cost us and the cost to maintain it should the bottom fall out like with these other

1 projects that have failed throughout Placer County as I have depicted in the photos that I put  
2 together in these packets.

↑ PC-41  
(cont.)

3  
4 Is not the present developers' bankruptcy filed in May of '08 for 26.9 million dollars concern  
5 enough to even consider such a massive destruction of protected land? Needless to say a sacred  
6 land.

PC-42

7  
8 Who picks up the tab for unsold homes and vacant commercial property? We as a community  
9 and as keepers of the earth, we really want to know about this. The oil spill in the Gulf was a  
10 massive irresponsible accident without intention.

PC-43

11  
12 I pray that the spirit begs all of you this evening to make a responsible decision regarding this  
13 proposal. My wish would be that you would respectfully consult with the tribal representatives  
14 from the Nisenan Maidu before making a decision regarding this development and to take into  
15 consideration that this is not an economically feasible project during a time of financial crisis in  
16 our state and in our county.

PC-44

17  
18 Thank you for your time and attention.

19  
20 What I want to do is I would like to just for the record go over the photos that I presented to you.  
21 The first photo on page 1 is from Placer Street in Auburn, a project that was approved by the  
22 City. It is bank-owned townhouse development that's rotting away. Also, on Granite in Rocklin,  
23 we have the Harley Davidson building that is now empty. Another project on Granite as you  
24 drive along Granite, we have the Dan Gamel RV gone. We have Asian Dreams, Asian Furniture,  
25 gone. On Elm Street in Auburn, we have that monstrosity that we have to look at every time we  
26 drive up Elm Street with a fence around it, unoccupied. The last page, this is on Cavitt in  
27 Rocklin. It is a home that's located on Sierra College near the Secret Ravine, and it is rotting  
28 away.

PC-45  
↓

1  
2 And the pictures that I didn't put on there is the 75 percent vacancy of the development that was  
3 approved in Lincoln near the corner of First Street and Highway 65 or G Street that runs through  
4 Lincoln that kind of looks very similar to the development that is at Luther and 49 which until  
5 Mel's Diner went in there was about 75 percent vacant and for how many years.

6  
7 So, you know, 725 homes, 90,000 square feet of commercial property, you know, if we are going  
8 to be putting up money from the Redevelopment Agency and instead it remains to be vacant and  
9 unsold, who is going to be pick up the tab to maintain all of that?

10  
11 I think the biggest eyesore is that project that's on Placer Street. And I tell you what, to desecrate  
12 this land and to do the damage to the species and to the naturalness that is there now would be a  
13 real sin.

14  
15 Thank you for your time.

16  
17 **CHAIR SPOKELY:** Thank you, ma'am, for your comments. I appreciate it. Ma'am, when you  
18 are done if you can just drop your slip with Reg.

19  
20 **MS HARRIS:** Kathleen Harris, 613 Oakhurst Terrace in Auburn.

21  
22 I would like to speak to two issues. I live in the Grand Oaks subdivision. And although I didn't  
23 live in this part of Auburn when that was going in, I know it was highly controversial for the  
24 same reason that this project is. It is juxtaposed to the proposed development and overlooks  
25 Baltimore Ravine. In our neighborhood, it is 88 homes and we have had 14 homes foreclosed  
26 and are vacant and are in the other lady's words rotting away. I fear that just like many  
27 businesses in Auburn, we'll end up with a lot of vacant commercial properties. There are so  
28 many vacant commercial buildings in Auburn right now, it is very sad.

1  
2 The other issue I would like to speak to is the traffic on Indian Hill Road.  
3

4 I realize Auburn-Folsom Road can potentially be widened, restriped, pocket lanes, stoplights, et  
5 cetera, but Indian Hill Road cannot be widened. It is not physically possible. It is a steep cliff  
6 on one side going down the hill. Any accident on Indian Hill is a terrible accident. There are  
7 burn marks and divots in the road right now where there was an accident not too long ago that  
8 caused a fire. And anyone who got hit would go over the edge.  
9

10 Also, there are many bicyclists. That is one of the bike routes for the bicyclists that tour Auburn.  
11 And there is almost no bike lane. As it is, it is very dangerous for them. With more traffic, with  
12 faster traffic, I feel it would be a deadly scenario.  
13

14 Thank you very much.  
15

16 **CHAIR SPOKELY:** Thank you, ma'am, for your comments.  
17

18 **MS. YOUNG:** I am Ruth Young, 12060 Norman Lane.  
19

20 Two years ago we submitted some very valid comments regarding Baltimore. The  
21 Environmental Impact Report that we waited about two years for, I've had four emergencies. I  
22 haven't had a chance to look at it. I would like to have the time extended to look at the EIR since  
23 it is so big and since so many of us during the summer haven't had a chance to examine it.  
24

25 Thank you.  
26

27 **CHAIR SPOKELY:** Thank you, Ms. Young, for your comments.  
28

PC-47

PC-48

1 **MS. PETUSKEY:** Good evening. My name is Elinor Petuskey, and I live on Hoyer Lane, 835  
2 Hoyer Lane in Newcastle, which is a street that goes right off of Indian Hill Road.

3  
4 And I would also like to address the traffic situation. I don't know whether this project will come  
5 to fruition or not, but if it does, the woman that spoke concerning the traffic on Indian Hill Road  
6 is one hundred percent right. It is an extremely dangerous situation, particularly down right at  
7 Hoyer Lane, because there is a curve in the road.

8  
9 And as you are coming down Indian Hill Road and you go to make a left-hand turn, even though  
10 you have your signal on, slow done, the whole bit, to go into Hoyer Lane, you cannot see traffic  
11 coming up Indian Hill Road until you are right at Hoyer Lane. And that car that is coming at 60  
12 miles an hour behind you thinks that you are going to go zipping into Hoyer Lane, not realizing  
13 that you are looking at a semi or another car coming up the hill.

14  
15 About 12 years ago, Diane Sousa, who was an Auburn resident, was coming down Indian Hill  
16 Road, slowed down to turn into Hoyer Lane. She was going to go to make sure that her father  
17 was taking his medication that day. She turned her left signal on, a truck behind her I don't know  
18 what the driver was doing but was going too fast, didn't realize she couldn't turn. There was a  
19 double -- a big truck, a big dump truck double coming up Indian Hill Road. The pickup truck hit  
20 her car, threw her because she was already turned going into Hoyer Lane, in front of the big  
21 truck, severed her spinal column. The big truck went all the way up into the pasture where the  
22 two horses are, if you are familiar with that area.

23  
24 And everybody that lives on Hoyer Lane is very defensive. I have gone down to the bottom of  
25 the hill if there is somebody behind me that I can't read whether or not they are really paying  
26 attention or I haven't slowed them down enough so that I know that they can stop, I have on my  
27 own gone all the way down to the bottom of Indian Hill Road, turned around and come back up  
28 again because it is safer to make a right-hand turn.

PC-49

1  
2 This is a City project. That is a County road. And when I talked to the County -- and 12 years  
3 ago we collected 600 signatures in this area to do something about that particular stretch, either  
4 make a turn lane into Hoyer Lane or whatever, but 600 signatures were collected after Diane was  
5 killed. Those were delivered to the City Council. They were delivered to the Placer County  
6 Traffic Department. They were delivered to the Newcastle/Ophir MAC. They were delivered to  
7 everybody.

8  
9 Nothing has been done. The County at one point made it a project, but then they spent all the  
10 money on Bell Road and still nothing has been done.

11  
12 When I talk to the County, they say it is a City project. When I talk to the City, they say it is a  
13 County road. Okay. I am a member of this community, Placer County. Auburn is in Placer  
14 County. Newcastle is in Placer County. We all pay taxes. We are all neighbors. This has to be  
15 dealt with.

16  
17 If this project comes to fruition, you are talking about -- I'm conservatively guessing you have  
18 700-800 houses, you have commercial area there, the main exit will be Herdal to Auburn-Folsom  
19 down Indian Hill Road. I don't know what your traffic planners are saying how many more cars  
20 a day. I'm guessing thousands, thousands. From my understanding, one house is ten trips a day.  
21 And I realize you have another exit going out Werner onto Ophir Road. But you are creating a  
22 blood alley if there is not something done about Indian Hill Road, and particularly about turn  
23 lanes at Hoyer Lane.

24  
25 And I really feel that the County and the City need to sit down together, have a meeting and  
26 figure this out instead of this business.

27  
28 So that's all I have to say.

PC-49  
(cont.)

PC-50

PC-51



1  
2 **CHAIR SPOKELY:** Thank you, ma'am, for your comments. I appreciate it.  
3

4 Is there anybody else that would like to speak to the Draft EIR? Good evening, ma'am.  
5

6 **MS. CONNOLLY:** Hello. Well, I hadn't planned to speak, but I apparently can't keep my  
7 mouth shut so I will say that I have not been --  
8

9 **CHAIR SPOKELY:** Ma'am.  
10

11 **MS. CONNOLLY:** I'm sorry. Victoria Connolly, 223 Dairy Road, Auburn.  
12

13 I do live in the city. But of late, I have not had time to read this EIR because I have been  
14 immersed in battling the Bohemia project over on 49 and Luther area. And one of the things that  
15 I have learned through that process, I'll be very brief, is that I'm suspecting there was not a  
16 complete socioeconomic analysis leading to issues of decay and blight based upon the  
17 prospective big box development at that site and also the one down in the Rocklin/Loomis area  
18 being planned.

PC-52

19  
20 So it is going to draw a great deal of potential commercial traffic to this center.  
21

PC-53

22 And the other thing is I listened to this speaker back here indicate that there was a Union Pacific  
23 piece of land, obviously where their track is, and I am wondering whether or not there was an  
24 EIS, an Environmental Impact Study, done pursuant to Federal regulations with that kind of a  
25 nexus.

PC-54

26  
27 And those are the only points I wanted to make. Thank you.  
28

1 **CHAIR SPOKELY:** Thank you, ma'am, for your comments.

2  
3 **MS. SLAIN:** May I ask a clarification?

4  
5 **CHAIR SPOKELY:** Ma'am, sorry. We can't hear you and we can't get it on the record if you  
6 shout from the back. You can actually come up and speak and then just hand that to Reg when  
7 you get a minute to fill it out. I do need your name and address, though.

8  
9 **MS. SLAIN:** Margaret Slain, 133 Haswell Court, Auburn.

10  
11 **CHAIR SPOKELY:** Thank you. Appreciate it.

12  
13 **MS. SLAIN:** And I just needed clarification. It's been a couple of week since I looked through  
14 the EIR, but I've heard several people mention 700-plus homes. And I just wanted clarification.  
15 I thought it was a lower number. Maybe I am not just not remembering.

16  
17 **CHAIR SPOKELY:** We are taking comments on the EIR, the number is 725.

18  
19 **MS. GRAHAM:** The Baltimore Ravine Specific Plan, which is about 377 acres, proposes 725  
20 homes. There would be an additional 65 homes in the study areas. So that's a total of 790. The  
21 lower number perhaps you heard was that in Plan Area 1 of the Specific Plan, there would be up  
22 to 270.

23  
24 **MS. SLAIN:** Thank you. That's all. I may have heard you in the beginning.

25  
26 **CHAIR SPOKELY:** Okay. Thank you.

27 Do we have anybody else that would like to speak on comments concerning related to the Draft  
28 EIR? Seeing none, we will go ahead and close this public hearing.

1  
2 And Reg, go back to you, if you have any follow-up items.  
3

4 **MS. GRAHAM:** I would just encourage anyone who has additional comments to provide those  
5 to the City by the 23rd, 5:00 p.m. And if you haven't had a chance to review the EIR, it's online.  
6

7 **CHAIR SPOKELY:** So everybody, the EIR is online. It's on the City's Web page. If you  
8 prepared written comments tonight and you read them into the record, if you could provide a  
9 copy to us, that would be helpful. I know some of you did. Some of you earlier speakers may  
10 not have done that. That would be helpful for us. There's ten more days in the public comment  
11 period without any adjustments to that.  
12

13 **COMMISSIONER WORTHINGTON:** I have a clarification question, Chair.  
14

15 **CHAIR SPOKELY:** Commissioner Worthington.  
16

17 **COMMISSIONER WORTHINGTON:** Adrienne, if there is an extension of the public  
18 comment period, which several of the speakers did question, could you post that on the City's  
19 Web site link to the EIR somewhere so that even though you said the process is not to directly  
20 respond, it would benefit all to know if the public comment period would be extended or not.  
21

22 **MS. GRAHAM:** We've posted all of the notices regarding the project and the CEQA process on  
23 the Web site. So any future notices will I assume would also be put on the Web site regardless  
24 of what they --  
25

26 **COMMISSIONER WORTHINGTON:** So maybe they could be highlighted in some way so  
27 they stand out.  
28

1 **MS. GRAHAM:** It's in chronological order at the top down.

2  
3 **MR. MURRAY:** All of the public information relative to the project posted on the site will be  
4 posted in chronological order so the most recent is at the top, goes all the way day down for the  
5 past year and a half to two years worth of items that are there. So they are posted there. Just  
6 keep track of it there.

7  
8 I'd also like to mention that in addition to finding the information on the Web site, the CEQA  
9 document, the EIR, is also available at our front counter so if people want to come in and sit  
10 down at our counter, take a look through it. We've got a desk that you can sit at. You are  
11 welcome to do that. It is also at the public library over on Nevada Street. So if people want to in  
12 at their leisure go over to the library and look at it there, it is available there as well.

13  
14 **CHAIR SPOKELY:** So just to reiterate to make sure everybody heard, the document is very  
15 voluminous and it is difficult to download. It is available at the counter at the Community  
16 Development Department. It's available at the public library. So please get to that document.  
17 Take a look at it. Any other comments, again, we have ten more days to respond and comment  
18 on the EIR.

19  
20 This is a long process and you will have opportunities to speak more toward your personal  
21 concerns, maybe not so specific to that document, but this was just the next step in the process  
22 for us.

23  
24 So I want to thank everybody for taking time out of their evenings to come join us tonight. We  
25 look forward to seeing everybody and hopefully more at the next hearing that we have on the  
26 Baltimore Ravine Specific Plan.

27  
28 Thank you all for coming tonight. Appreciate it.

1  
2 So we don't have any other Commission business?

3  
4 **MR. MURRAY:** Right. There's no other Commission business.

5  
6 (Hearing concluded at 6:09 p.m.)  
7  
8  
9  
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4 State of California )

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6 County of Placer )  
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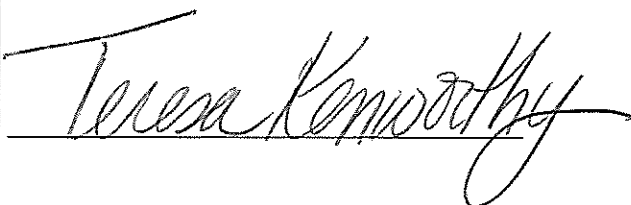
9 REPORTER'S CERTIFICATE  
10  
11  
12

13 I, TERESA KENWORTHY, am a duly Certified Shorthand Reporter and a disinterested person,  
14 and transcribed the Baltimore Ravine Specific Plan and Study Areas Project Draft EIR Hearing  
15 July 13, 2010 at 5:04 p.m. at 1225 Lincoln Way, Auburn, California.  
16

17 I transcribed the hearing to the best of my ability.  
18

19 I further certify that I am not of counsel or attorney for any of the parties to said hearing, nor in  
20 any way interested in the outcome of the cause named in said caption.  
21

22 IN WITNESS WHEREOF, I have hereunto set my hand this 30th day of July, 2010.  
23

24   
25  
26

27 TERESA KENWORTHY, CSR No. 6673

28 State of California

Antoinette Fabela  
13 Jul 10  
BNSP hearing  
Submitted testimony















## Planning Commission Hearing – July 13, 2010

### *Response to Comment PC-1*

Please see Response to Comment 15-9.

### *Response to Comment PC-2*

Please see Response to Comment 15-8.

### *Response to Comment PC-3*

The comment appears to address the project as proposed in the December 2007 Notice of Preparation. That version of the proposed project provided for up to 1,300 dwelling units, and included an option for an age-related component.

Subsequent to the December 2007 NOP, the project was revised. The number of units was reduced to 725 and the age-restricted component was deleted (although nothing about the BRSP as currently proposed would preclude an age-restricted component). The reduction in the number of residential units did reduce the amount of traffic that would be generated by the project.

### *Response to Comment PC-4*

Please see Response to Comment 15-7.

### *Response to Comment PC-5*

Please see Response to Comment 15-7.

### *Response to Comment PC-6*

Please see Response to Comment 15-7.

### *Response to Comment PC-7*

Maidu Drive is an important street that serves a major portion of the southeast Auburn area. Maidu Drive does provide access to Skyridge Elementary School, and as a result traffic volumes on Maidu Drive are greater in the a.m. peak hour than in the p.m. peak hour. Please also see Response to Comment 15-9.

### *Response to Comment PC-8*

Please see Response to Comment 15-9.



### ***Response to Comment PC-9***

Under both existing and cumulative conditions the intersection of Herdal Drive and Auburn-Folsom Road is projected to operate at LOS B without the project and with the addition of Plan Area 1 traffic (see Table 5.11-16 on page 5.11-45 and Table 5.11-2 on page 5.11-54 of the Draft EIR), and at LOS C in the a.m. peak hour and LOS E in the p.m. peak hour with addition of full project traffic (see Table 5.11-17 on page 5.11-46 and Table 5.11-26 on page 5.11-55). Mitigation Measure 5.11-1 would improve conditions to LOS D in the p.m. peak hour, resulting in a less-than-significant impact (see pages 5.11-59 and 5.11-65).

### ***Response to Comment PC-10***

Please see Response to Comment 15-11.

### ***Response to Comment PC-11***

Mitigation Measure 5.11-1 on page 5.11-59 of the Draft EIR requires the project proponent to make improvements to the Auburn-Folsom Road/Herdal Drive intersection. This improvement will take the form of re-striping the eastbound Herdal Drive approach to provide a separate left turn lane. No changes to the striping on Auburn-Folsom Road at this intersection are required.

### ***Response to Comment PC-12***

The extent to which motorists must sit through more than one traffic signal cycle can be equated to the projected Level of Service, as noted in the discussion on page 10-16 in Chapter 10 of the Highway Capacity Manual. When the Level of Service is good (i.e., LOS A or B) many motorists do not stop at all and motorists are rarely required to sit through more than one traffic signal cycle in order to clear the intersection. When conditions reach LOS C some motorists on selected approaches may occasionally sit through more than one cycle (i.e., cycle failure). At LOS D, congestion becomes more noticeable, many vehicles stop and individual cycle failures become more noticeable. When LOS E is reached, motorists frequently sit through more than one signal cycle.

With prescribed mitigations, the Level of Service at the Auburn-Folsom Road/Herdal Drive intersection under Existing Plus Area 1 and 2 conditions is LOS B in the a.m. peak hour and LOS D in the p.m. peak hour. Both conditions satisfy minimum City of Auburn standards. As noted above, motorists would rarely if ever sit through more than one signal cycle in the a.m. peak hour but may sit through more than one cycle during the p.m. peak hour.

### ***Response to Comment PC-13***

The BRSP is the third development proposal submitted to the City for the Urban Reserve. The prior submittals did not include the CEQA or approval process, so the City Council did not take action on them.

The comments opposition to the project is hereby forwarded to the City Council for their consideration. No further response is required.

### ***Response to Comment PC-14***

The background information provided by the commentor is noted.

### ***Response to Comment PC-15***

The Native American contacts provided by the Native American Heritage Commission (NAHC) were sent letters followed by phone calls pursuant to professional standards. In addition, the United Auburn Indian Community (UAIC) was contacted to obtain any knowledge about the history and prehistory of the site. As part of this outreach effort, UAIC representatives participated in a lengthy site visit looking for any signs of Native American activity. The site visit with the UAIC representatives is documented on page 3 of the cultural resources survey report (see Appendix J of the Draft EIR).

Please see also Response to Comment 22-1.

### ***Response to Comment PC-16***

Please see Response to Comment 22-1.

### ***Response to Comment PC-17***

Please see Responses to Comments 13-4 and 13-7.

### ***Response to Comment PC-18***

Archival research and an intensive onsite pedestrian survey did not disclose any specific burial locations in the project site. It is known that the project area was inhabited during prehistoric and historic-period times, and buried human remains, including those interred outside of formal cemeteries, could be located on the project site. Research of death certificates is not conducted during archival research regarding archaeological sites; however, a quick review of historic death records on-line in Placer County identified two death certificates from Bloomer Ranch in the late 1800s. The burial location was not indicated. Because there is the potential that human remains could exist on the project site, Mitigation Measure 5.4-6 in the Draft EIR describes the procedure that would be required to be followed if human remains are encountered.

### ***Response to Comment PC-19***

Please see Responses to Comments 13-4 and 13-7.

### ***Response to Comment PC-20***

Section 106 of the National Historic Preservation Act applies only to federal undertakings, such as those that require a federal permit or occur on federally managed land. Since the project is not a federal undertaking and does not require any federal permits, Section 106 compliance is not required.

PBS&J prepared a cultural resources survey report that was specific to the Baltimore Ravine area. The report included archival research and a records search specific to the study area. Local Native Americans and members from the historical society were contacted regarding the study.

Please see also Response to Comment 22-1.

### ***Response to Comment PC-21***

The comment is noted.

### ***Response to Comment PC-22***

The Cultural Resources section of the Draft EIR (see Section 5.4) provides the historical context for Bloomer Cut, including the dates and details of its construction. This information is contained on pages 5.4-5 and 5.4-11 of the Draft EIR.

### ***Response to Comment PC-23***

The comment agrees with the conclusions of the Draft EIR. No further response is required.

### ***Response to Comment PC-24***

Please see Response to Comment 11-1.

### ***Response to Comment PC-25***

The commentor's background information is noted. No further response is required.

### ***Response to Comment PC-26***

Union Pacific Railroad has jurisdiction over the railroad right-of-way through the plan area, and may grant easements for various facilities, such as the proposed Herdal-Werner Connector and bridges over the tracks. There is no proposal to lease or buy UPRR land. No act of Congress or other federal action would be required for the project to proceed with the Connector or the bridges.

### ***Response to Comment PC-27***

The commentor's opinion is noted and forwarded to the City Council for their consideration.

### ***Response to Comment PC-28***

The comment is noted..

### ***Response to Comment PC-29***

The Draft EIR was made available for public review for 45 days, as required by CEQA. The Draft EIR was not unusually lengthy or complicated, so the 45 days was deemed an adequate length for the review period. The BRSP itself has been available to the public since October 2009, and has been the subject of a number of hearings at which the public could provide comment, including a December 2009 hearing, the Draft EIR hearing on July 13, 2010, and a Planning Commission hearing on September 13, 2010. Additional public hearings will be held by the Commission and/or City Council prior to final action on the project.

### ***Response to Comment PC-30***

Please see Response to Comment 13-2.

### ***Response to Comment PC-31***

Please see Response to Comments 13-4 and 13-7.

### ***Response to Comment PC-32***

Twenty-five meter transect intervals are commonly used by the professional archaeological community for pedestrian surveys. The purpose of the pedestrian survey was to systematically examine a large area using regularly spaced transects. Exceptions to this methodology included those areas which could not be safely accessed or which afforded no ground visibility. These included dangerously steep slopes and areas with dense underbrush. The areas excluded from the survey were identified in the cultural resources survey report (see Appendix J of the Draft EIR).

### ***Response to Comment PC-33***

Please see Response to Comment 11-1.

### ***Response to Comment PC-34***

The background provided by the commentor is noted. No further response is required.

### ***Response to Comment PC-35***

Traffic and air quality are addressed in Sections 5.11 and 5.2, respectively, of the Draft EIR. Native American sites are addressed in Section 5.4 of the Draft EIR. The commentor's concerns are noted, and are hereby forwarded to the decision makers for their consideration.

### ***Response to Comment PC-36***

None of the five Native American individuals with whom PBS&J consulted indicated the presence of 'four-legged scalinas', 'stick people' or similar entities in the project area. This terminology is not recognized within the archaeology profession, but is more commonly used when describing mythology. Native Americans and professional archaeologists carefully examined the project area for historic rocks; however, none were observed.

Please see also Responses to Comments 13-7, 18-1 and 18-2.

### ***Response to Comment PC-37***

The comment lists biological and geological resources that would be affected by the proposed project. Impacts on these resources are evaluated in Section 5.3, Biological Resources, and 5.5, Geology, Soils and Minerals, of the Draft EIR.

### ***Response to Comment PC-38***

Please see Response to Comment 15-15.

### ***Response to Comment PC-39***

Mitigation Measure 5.4-3 (c) on page 5.4-30 of the Draft EIR, noted in the comment, states "In the event that any subsurface archaeological resources are discovered during construction-related earth-moving activities anywhere on the project site, all ground-disturbing activity within 100 feet of the resources shall be halted and the (City's Community Development Department) CDD shall be notified. If the resources appear to be prehistoric and/or of Native American origin, the City's CDD shall contact the United Auburn Indian Community (UAIC)." The mitigation measure requires that the CDD be notified if any archaeological resources are encountered. The mitigation measure also requires that the CDD contact the UAIC if the resources appear prehistoric and/or Native American in origin. If there are no prehistoric or Native American archaeological resources encountered, or if the archaeological resources are not Native American or prehistoric in origin, consultation with the UAIC is not necessary.

### ***Response to Comment PC-40***

As noted previously, PBS&J made several attempts to contact Native Americans listed with the NAHC. In addition, PBS&J staff contacted the local UAIC and conducted a site visit with UAIC representatives specifically looking for any areas that may have contained Native American activity.

Please see also Responses to Comments to 13-4 and 13-7.

### ***Response to Comment PC-41***

The project site is not in a redevelopment area, nor is it developed; therefore, it is not eligible to receive redevelopment funds.



No City funds have been dedicated to the proposed project. Please see Responses to Comments 15-12 and 19-5.

***Response to Comment PC-42***

The bankruptcy cited by the commentor has been resolved. It was not related to the proposed project, but to the Diamond Creek project in Roseville. Therefore, it has no bearing on the project.

***Response to Comment PC-43***

Please see Responses to Comments 15-12 and 19-5.

***Response to Comment PC-44***

Please see Responses to Comments 13-7 and 15-12.

***Response to Comment PC-45***

Please see Responses to Comments PC-40 and PC-41.

***Response to Comment PC-46***

Please see Responses to Comments 21-4 and 21-7.

***Response to Comment PC-47***

Please see Response to Comment 23-1 for a discussion of Indian Hill Road.

Existing bicycle facilities are described on page 5.11-9 in the Draft EIR. The Draft EIR acknowledges that formal bicycle lanes are not available on Auburn-Folsom Road and on Indian Hill Road, but notes that paved shoulders do exist. Impact 5.11-4 on page 5.11-62 describes project impacts to pedestrian and bicycle facilities. The Draft EIR notes that the BRSP will not result in physical changes that degrade bicycle safety and that while the project will increase the volume of automobile traffic on these roads the increase will not result in conditions that exceed acceptable levels. Thus, the impact of the BRSP is not significant.

***Response to Comment PC-48***

Please see Response to Comment PC-29.

***Response to Comment PC-49***

Please refer to Response to Comment 23-1.

### ***Response to Comment PC-50***

Table 5.11-12 on page 5.11-29 notes that Plan Area 1 will generate 2,150 daily trips (½ inbound and ½ outbound). As noted in Figure 5.11-6a, all of this traffic will use Herdal Drive to reach Auburn-Folsom Road. Table 5-11-14, on page 5-11-30, notes that at build out the project will generate 11,040 daily trips. As noted in Figure 5.11-6b, 95 percent of the retail trips and 60 percent of the residential trips will use Herdal Drive to reach Auburn-Folsom Road. Together, at build out the project's residential and retail uses will add an estimated 8,740 daily trips to Herdal Drive west of Auburn-Folsom Road and 2,300 daily trips will be added to Ophir Road via Werner Road. Of the BRSP traffic using Herdal Drive, 1,300 daily trips will use Indian Hill Road.

The impact of BRSP vehicle trips on Auburn-Folsom Road and on Indian Hill Road has been evaluated using applicable methodologies and adopted standards. Project impacts have been identified, and the need for mitigation measures has been considered. Project mitigation is limited to improvements at the Auburn-Folsom Road/Herdal Drive intersection and cumulative mitigation is required at Auburn-Folsom Road/Maidu Drive intersection. With these improvements, the BRSP's impacts are not significant.

### ***Response to Comment PC-51***

Please see Response to Comment 21-1.

### ***Response to Comment PC-52***

Please see Response to Comment 17-1.

### ***Response to Comment PC-53***

The impacts of the project on traffic are evaluated in Section 5.11 of the Draft EIR.

### ***Response to Comment PC-54***

The National Environmental Policy Act (NEPA) sets forth the environmental review (including Environmental Impact Statements) required of federal projects. There are no federal funds or approvals required of the proposed project, so NEPA does not apply, and an EIS does not need to be prepared.